SAMPLE COP

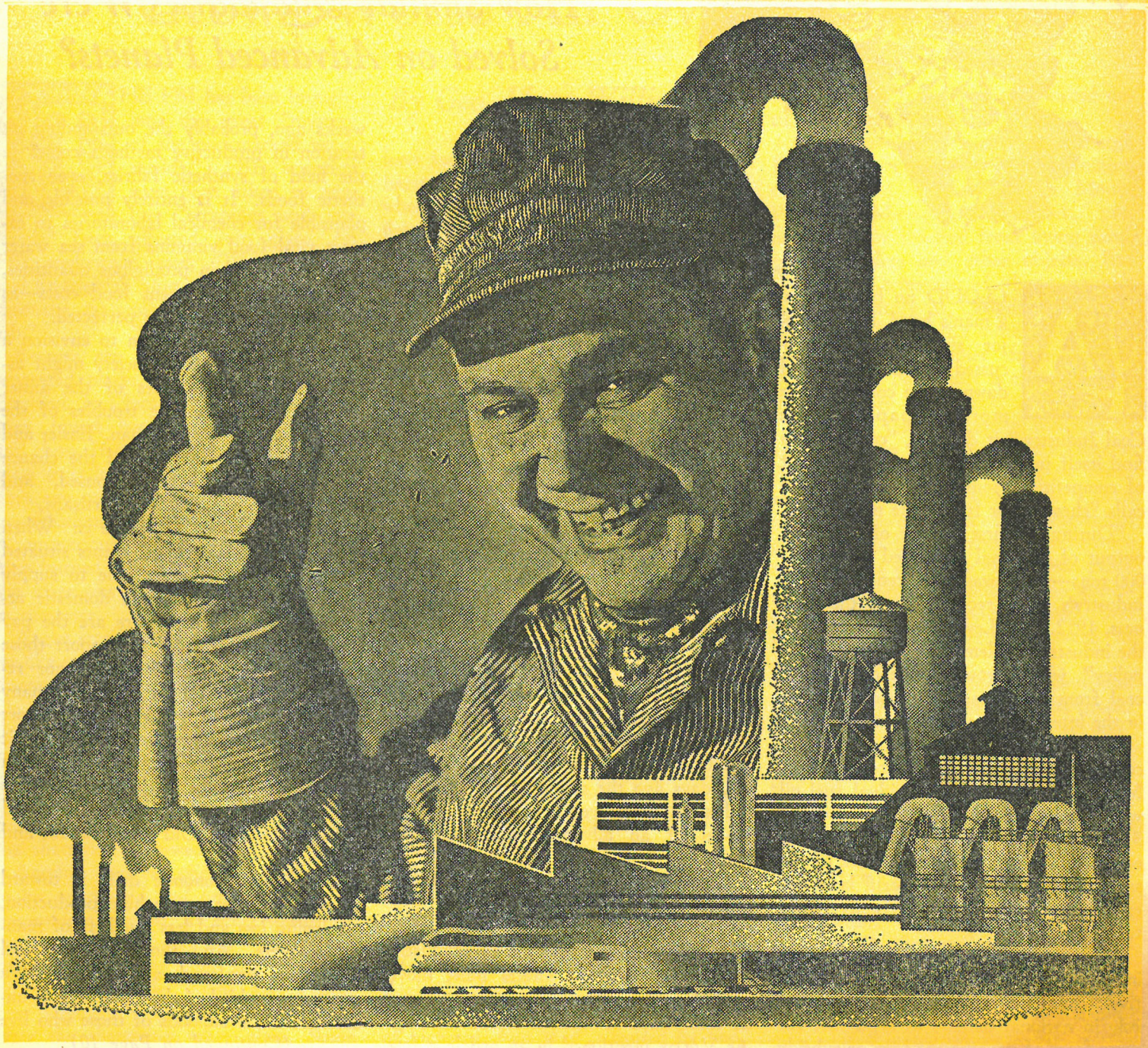
# Valor

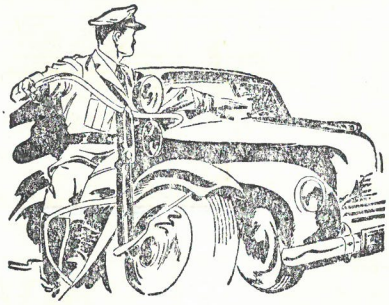
SAUCERS

## The Golden Times Weekly...

*How to Live Life with Courage, Wisdom, and Enduring Peace of Mind through Soulcraft*

Volume VII | Noblesville, Indiana, Saturday, May 1, 1954 | Number 1





# Mysterious Pitting of Windshield Glass Grows Worse All Over America

*By Geo. Hunt Williamson*

THE FBI has been brought into the great "mystery of the pockmarked windshields." FBI scientists have been asked to analyze "scrapings and materials" from affected auto glass. An FBI spokesman said, "We've already said we couldn't offer any conclusion than that the material appears to be wood ash."

Reports are coming in from widely separated places, including Canada and England. In Chicago, rear windows have been found honeycombed with cracks and chips. If one touches any part of the glass it falls apart in his hands. A few days ago over 400 windshields in downtown Columbus, Indiana were damaged. A mysterious, white ashlike substance even burned through car paint. Some of the glass pits were up to one-half inch in diameter.

A gas station attendant scraped off a tar-like substance from a car window, and discovered the material to be magnetic! On the evening of April 22nd, radio station WIND in Chicago reported that a strange blue mist had settled on a car, *and while its occupants watched intently,* the glass in the auto shattered to pieces. Square fractures had appeared first, then the shattering followed.

Another observer said the destruction to his windshield *had taken place from the inside of his car.* In other words, the pressure—if there were any—causing the destruction did not come from the outside of his vehicle. Some find a blue dust sediment imbedded in their glass after the shattering takes place. Some have found a *red* dust. This has all been happening in England for over a year where many have seen weird, yellow flames strike their windshields.

The strange disorder has left a trail of broken glass and baffled scientists from Seattle to New York by way of Chicago and other midwestern cities. A southern Illinois driver reported his car windows cracked up before his eyes with a sound approximating that of a lively breakfast cereal. Another driver in a truck on his way out of Indianapolis, suddenly saw what appeared to be a large drop of water fall on his windshield. This one drop of water then proceeded to spread itself *over the entire windshield!* Before he could stop the truck and get out to examine this unusual drop, it had evaporated.

"It behaved like gasoline," said the driver. When he did examine the windshield he found many pits.

NO explanation has been offered in any state or country by scientists. However, the following list sums up present theories—

A group at the University of Washington has said that the most likely explanation of the windshield pockmarking is normal driving conditions in which small objects strike the glass of cars. Yet *rear* windows are involved as much, or more than, *front* windshields. It is unthinkable that anyone has been *backing up* at 70 miles an hour over long stretches of highway. And if it is caused by normal wear and tear, why has it waited until now to cause damage?

A representative of the Pittsburgh Plate Glass Company, after examining pockmarked windshields in Mount Pleasant, Michigan, last week, pronounced they resulted from flying sand, gravel, cinders and other objects. But since then, scientists of the company's home laboratory at Creighton, Pennsylvania, have launched a more extensive investigation of samples from Seattle, Washington. No report is expected from the laboratory for a week.

Ernest E. Johnson, general manager of an engineering laboratory at the General Electric plant at Schenectady, New York, says experiments have shown that a drop of resin allowed to stand on windshield glass overnight at room temperature *could* cause a pit in the glass. Resin particles are sometimes found in the atmosphere, particularly in industrial areas, and may condense and fall earthward as droplets, Johnson said.

When the Atomic Energy Commission was asked if the blame could be placed on radioactivity, they said: "The AEC has received no reports which would indicate that radioactivity is responsible for pitting of automobile windshields. There is no reason to believe that tradition has any connection with any such phenomenon." Their statement does not mean that radioactivity hasn't something to do with glass pitting. They claim radiation from the recent Pacific tests isn't dangerous . . but others claim it is!

John Kro, Jr., research crystallographer of the Illinois Institute of Technol-

(*Continued on Page* 14)

## Are You Puzzled by any Special Aspect of the Supernatural?

*By all means order and read the fascinating book - -*

## *Why I Believe THE DEAD ARE ALIVE!*

*NO MATTER what your views may be on the Afterlife, hold them in abeyance until you have read this challenging volume narrating most of the supernatural experiences undergone by the Recorder of the* SOULCRAFT SCRIPTS, *practically all of them attested by witnesses, then deny or refute continuity of existence if you can . .*

## *$3.00 the Copy*

SOULCRAFT CHAPELS
NOBLESVILLE, INDIANA


*Blue Book* are about the only ones left. But what a gritty American crowd they were in their heyday! . .

o—o

I DID business with the editorial staffs of every standard publication in the country, between 1916 and 1932. I knew George Horace Lorimer of the *Satevepost* —did a series of Wild West Show stories for him—Gilman Hall of *Everybody's,* Arthur Sullivan of *Adventure,* Ray Long of *Cosmo,* Arthur Vance of *Pictorial Review,* Karl Harriman of *Redbook,* Don Kennicott of *Blue Book,*—something like 248 published stories or serials in all, never two plots alike. And all the while I was keeping up my regular contributions to *American* and *Collier's.* If I republished them all today in book form, they'd run to well over sixty volumes. Parade of phantoms, indeed!

Just a page out of Yesteryear, the whole of it. Who cares?

## Windshield Damage

*(Continued from Page 3)*

ogy has been examining samples of the curious honey-combed glass. These samples were supplied by Mrs. Lynne Kasper, employe of the Railroad Retirement Board. She lives in Island Lake, Illinois, 45 miles northwest of Chicago. She said she and her husband returned home a week ago to find the back pane in their 1941 model auto full of small cracks. At first there were only little marks, *but they got worse the next day,* till the windshield looked like a honeycomb. Two days later her husband touched the window and it fell apart.

After intensive microscopic and chemical examination of the particle, Kro said: "The samples show a glass which has been tempered or hardened in manufacture. To produce the condition, the glass must have been shocked. It is typical of what happens to hardened glass when subjected to thermal or mechanical shock. What produced the shock *I cannot say.*" Does Kro mean he doesn't know? Or does he mean he is not allowed to say? He also added, however, that the glass was subjected to great strain as a result of the shock, "and the cause of the strain might still be present." Some of the glass had crystallized. Normally, this process is slow. Some windows of ancient cathedrals show the same type of crystallization. On church windows it looks attractive since it adds to their beauty . . but it's not attractive when you want to see the highway ahead.

Kro said he could find no surface pitting on the glass, such as was reported in some cities.

All of it started a little over two weeks ago on the Northwest Pacific Coast, where several persons reported pinhead chunks of glass were popping from their windshields. Since then States all the way to the East Coast have been involved. Scientists say it is not caused by Cosmic rays or little invisible boys from Mars armed with air rifles.

Canadian scientists believe that it is all being caused by an unusual meteor shower. However, this fails to explain why it has long been going on in England for over a year now. Besides, one certain road in England is the most noted spot. Would it seem likely that a meteor shower would continue over one certain road for a year? These scientists claim they give the meteor explanation because *"it's the only thing that's possible."*

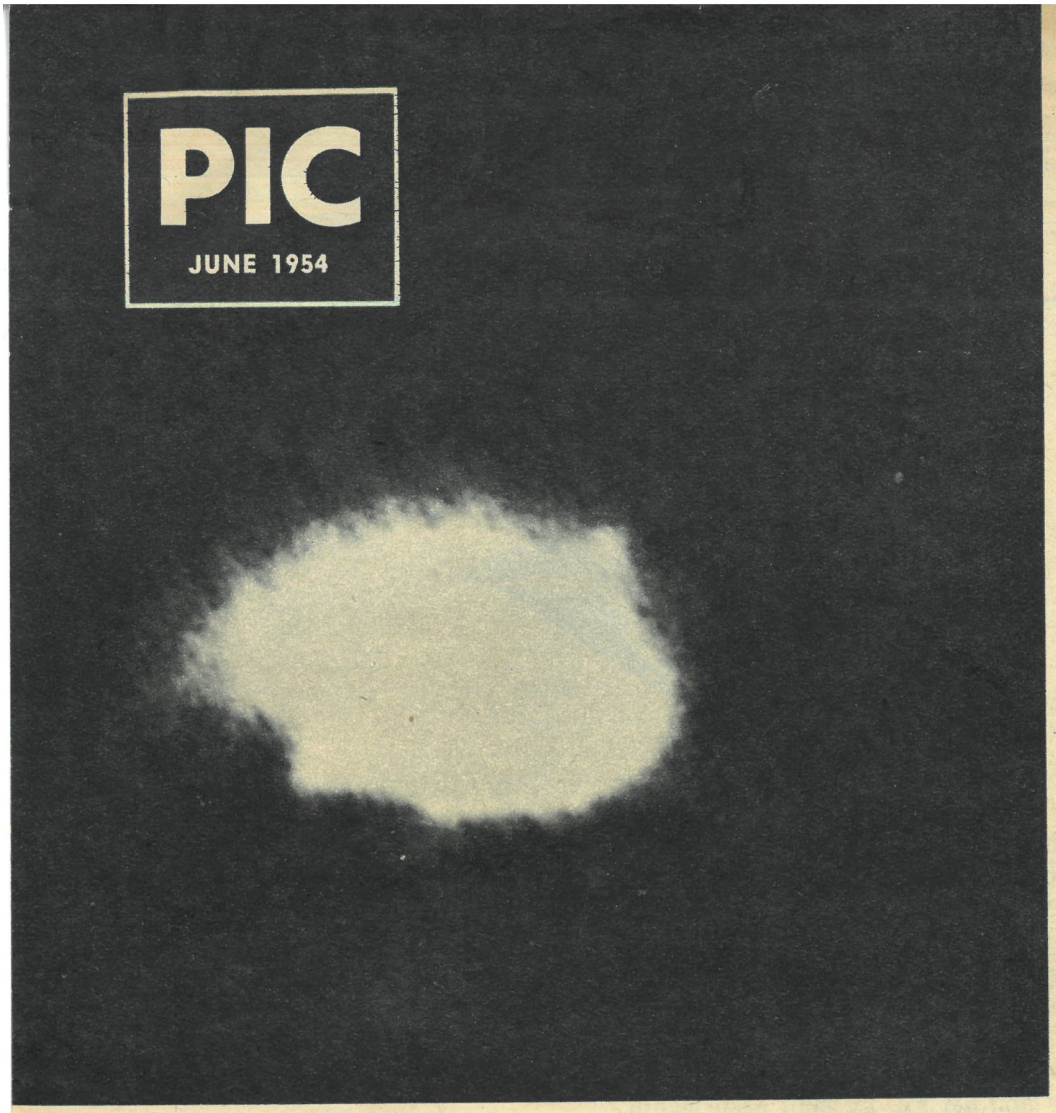
Glass shattering for apparently no reason at all, is not an entirely new story, and not confined to automobiles alone. House windows have also been widely affected. The glass affected has crystallized. What is happening? The condition is connected in some way with the frequencies of the new dimension (density) we are fast entering. It is one of the many strange things that the space friends have told us would take place on earth shortly.

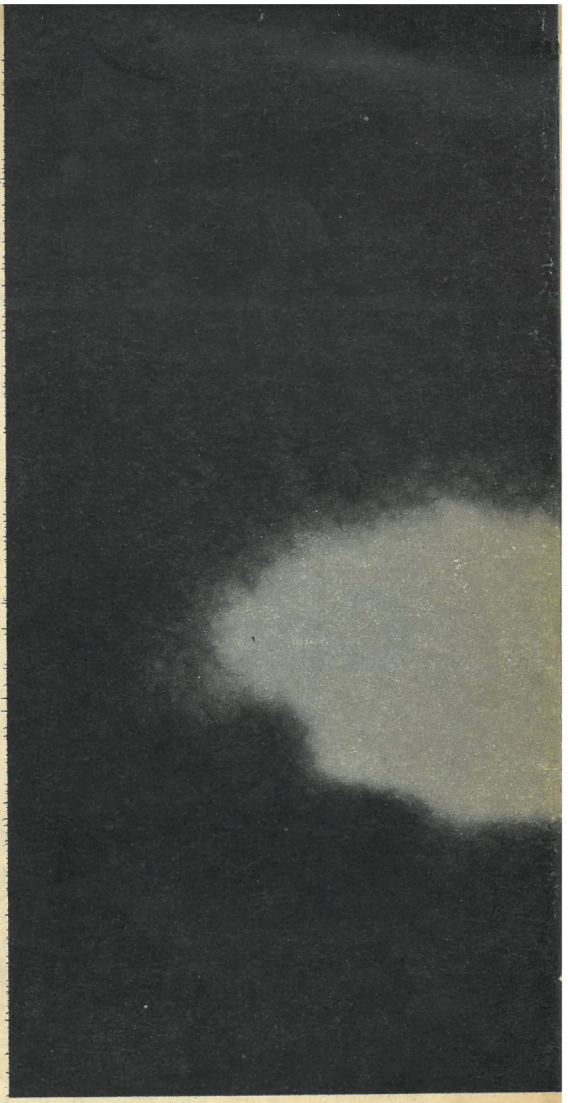
What are to be the others?

One Saucer fan said: "Somehow the cohesive force that binds the molecules of the glass is weakened so that the glass crumbles or crystallizes. This cohesive force is similar to gravity, magnetism, etc. The life is taken out of the glass somehow. I don't think we have instruments that will detect the frequency or vibratory rate that does this."

Another authority said, "If our entire system is moving from a 3-dimensional unit into a 4th dimension, perhaps something from that 4th dimension (dust, etc.) passes into the glass, and while there it may suddenly manifest in the 3rd dimension. This would cause the sharp popping sounds certain people have heard before the shattering takes place."

PIC
JUNE 1954

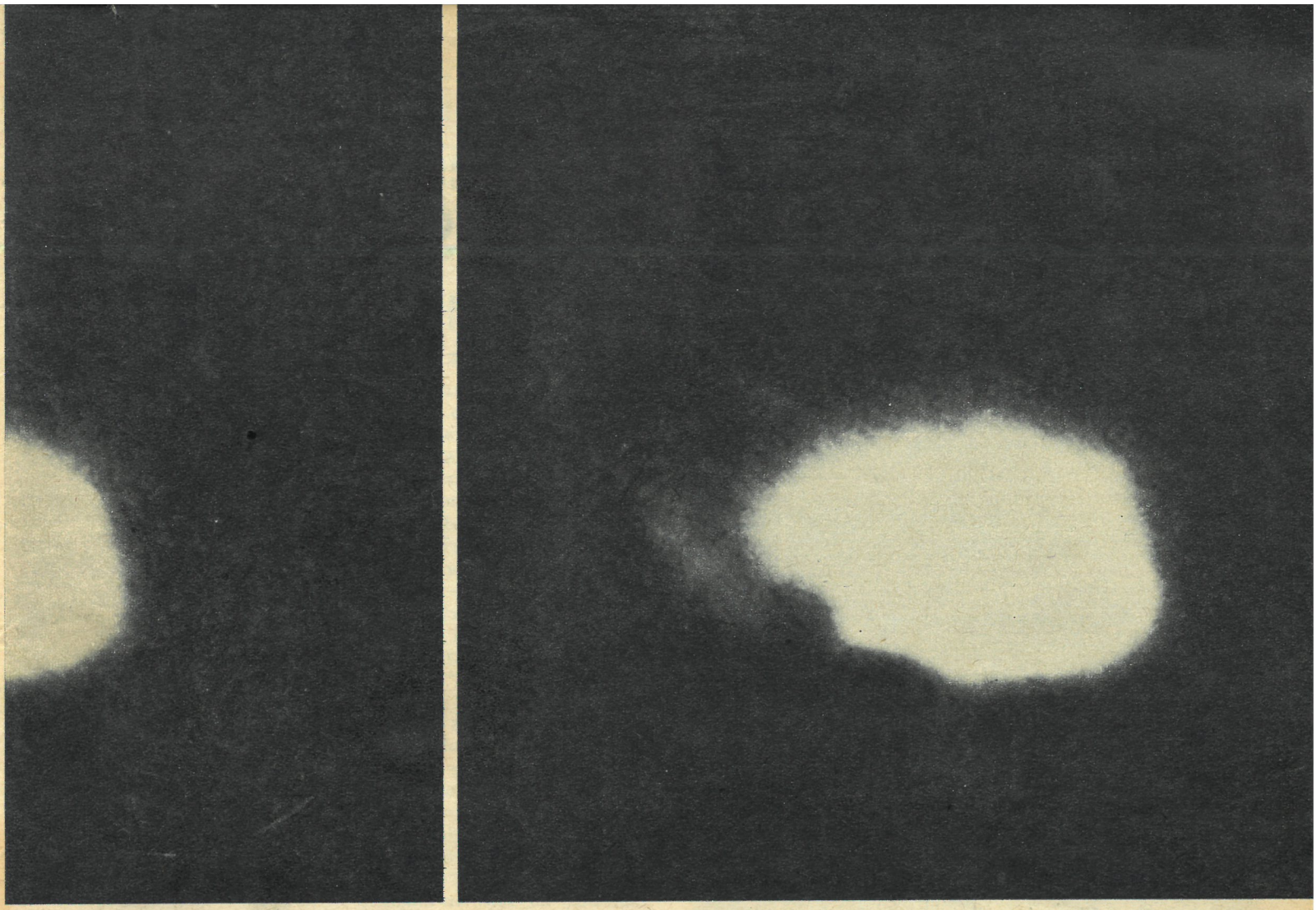




*U.S. Marine photographer's pictures of a saucer in flight.*

# I PROVED FLYING SAUCERS ARE REAL

## Here Are His Photos Revealed at Last, and His Exclusive Story for PIC—But Why Did the Air Force Keep It Quiet?



Enlarged approximately 120 times, these are three of the movie frames shown on page 14. The object is traveling in a left-to-right direction at a speed estimated by the University of Miami at 7550 miles per hour. The physics department also estimated the flying object to be 27 feet in diameter, calculated from the movie film (see page 14).

*My reasons for writing this article:*

*First to clarify and prove once and for all that "Flying Saucers" are real and of tangible substance. Secondly, and above all, to help free persons seeing unidentified aerial objects from being ridiculed by press and radio. Instead, after reading this article, they should be encouraged to make such reports.*

*I think it is high time for the Air Force to acknowledge that saucers exist, and by making this acknowledgement they will receive the full cooperation of every citizen in reporting sightings. Only with the cooperation of the entire nation can we find out if these things are hostile or friendly.—Ralph Mayher.*

## By RALPH MAYHER

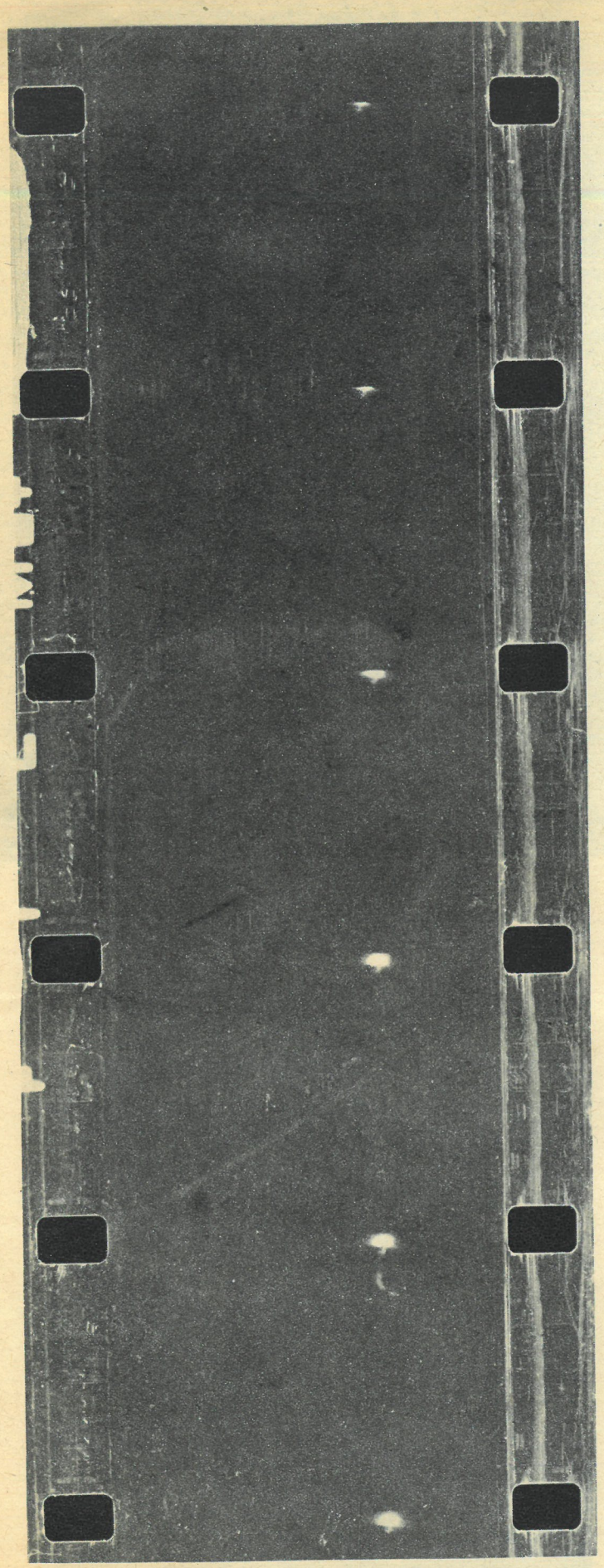
THE article you are about to read has been kept from you, the American public, for twenty-two months. Now at long last, in my own words and photographs, I will explain what happened on the night of July 29, 1952.

I am able to give you this true story now because I have removed the uniform as a United States Marine and I can speak freely as an American civilian.

Since the end of the second world war there have been numerous reports of disks and balls of fire floating through the sky. I (like most everyone else) gave these reports very little thought or attention. Reports increased and somewhere along the line the objects acquired the name of "Flying Saucers." Therefore throughout this article I

(*Continued on next page*)

Ralph Mayher, Richard Boswell and Mrs. Mayher re-enact the scene when saucer was sighted and photographed.



Movie film of flying saucer in motion, enlarged five times. Starting at the top, object becomes closer and brighter in each frame, proving speed of 7550 m.p.h.

# Out of Uniform, Marine Photographer Now Tells His Story With Saucer Photos

**CONTINUED**

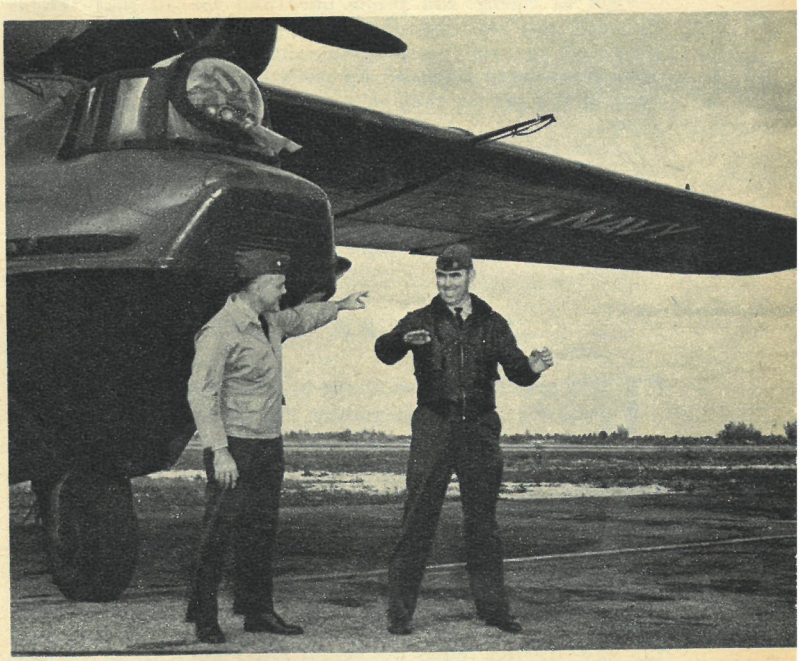
will refer to these strange objects as "Flying Saucers." (Officially there is no such thing.)

Throughout the years of 1948 and 1949 I read much about Flying Saucers. Our Atomic tests increased in number and more saucer stories appeared. In early 1950 I no longer thought there was any need for Flying Saucer jokes. The matter had become important to us, our government, and the world.

Then came the Korean War. On February 8, 1952, I was inducted into the United States Marine Corps and I was very proud to serve with the finest. With my photographic background I was sent directly from boot camp at Parris Island, South Carolina, to a new Air Station at Opa-Locka, Florida. This base is on the outskirts of Miami.

During the months of May and June of 1952 saucer reports in the state of Florida were incredibly high. A good example of this occurred at a Key West outdoor theater. Over one hundred sailors saw a saucer hover and then disappear into space. The interest became so intense that Miami television station WTVJ posted a one hundred dollar reward to any cameraman furnishing the station with a picture of a saucer in the Miami area.

On July 28, 1952, an amazing sighting was reported in the Miami Daily News and by WTVJ. The late Mr. Goldstein of Tatem Waterway, Miami Beach, had seen a saucer at such a low altitude it appeared to be as large as a full moon. I interviewed Mr. Goldstein. He was obviously sincere.



Two Navy fliers who also reported sighting similar brilliant moving object at same time. Lt. Commander Joe Mills and Commander Joe Gardner in front of their plane.

THE UNIVERSITY OF MIAMI

CORAL GABLES (UNIVERSITY BRANCH) 46, FLORIDA

Physics Department
December 9, 1953

Mr. Ralph C. Mayher
55 N.E. 87th Street
Miami, Florida

Dear Mr. Mayher:

On the basis of the information and photographs supplied by you I have made a calculation of the size and velocity of the "saucer". The assumptions, calculations, and conclusions are given below:

Information supplied by you:
Focal length of camera lens: 63 millimeters
Speed of 16 mm. film in camera: 24 frames per second
Altitude of object (estimated by observers): 2000 feet
Maximum camera angle (estimated by photographer): 45 degrees
Apparent shape of saucer: rotating oblate spheroid which seemed to flatten out as the speed increased
Total time in view: approximately three minutes
Color of saucer: bright orange
Lens aperture of camera: f:2.7
Development of film: Three times normal development time
Film emulsion: fast panchromatic

Measurements on photograph:
Enlargement of print: six times
Width of first image: 3.5 mm.
Width of sixth image: 2.5 mm.
Time between first and sixth images: approximately .25 second

Assuming that the first image was recorded when the path of the "saucer" was perpendicular to the line of sight at an elevation of 45 degrees, the distance of the "saucer" from the camera was:

$$r = \frac{2000}{\sin 45^\circ} \approx 2830 \text{ feet}$$

The diameter of the "saucer" would then bear the same ratio to 2830 as the diameter of its image bears to the focal length of the lens. Taking into account the 6 time enlargement of the print, we get:

$$\frac{D}{2830} = \frac{3.5 \div 6}{63}$$

or: D, the diameter of the "saucer", is approximately 27 feet.

Mayher- 2

The distance from the camera to the "saucer" at the time of the sixth image may be found by observing that this distance is inversely proportional to the diameter of the image. (The circular shape of the "saucer" allows us to ignore the change in aspect.) The distance is given by:

$$R = \frac{3.5}{2.5} \times 2830 = 3960 \text{ feet}$$

Since this distance is the hypotenuse of a right triangle, one leg of which is r = 2830 feet, the distance traveled by the "saucer" along its path may be found by the Pythagorean theorem:

$$d = \sqrt{R^2 - r^2} = \sqrt{(3960)^2 - (2830)^2}$$

or: $d = \sqrt{7,672,700} \approx 2770$ feet

Dividing this distance by the time between the two images gives the average speed of the "saucer" during this time. Or:

$$v = \frac{d}{t} = \frac{2770}{.25} = 11,080 \text{ feet per second}$$

which is about 7550 miles per hour.

The "saucer" could not have been traveling at this high speed for the whole three minutes that it was in view. Apparently it came into sight traveling very much slower, and then underwent a tremendous accereration and sped out of sight.

The apparent change of shape of the object during its flight indicates that it is not a "flying saucer" at all, but a natural phenomenon which science has yet to explain.

Good luck with your article. We will be interested to hear how you make out.

Sincerely yours,

Clarence S. Rainwater

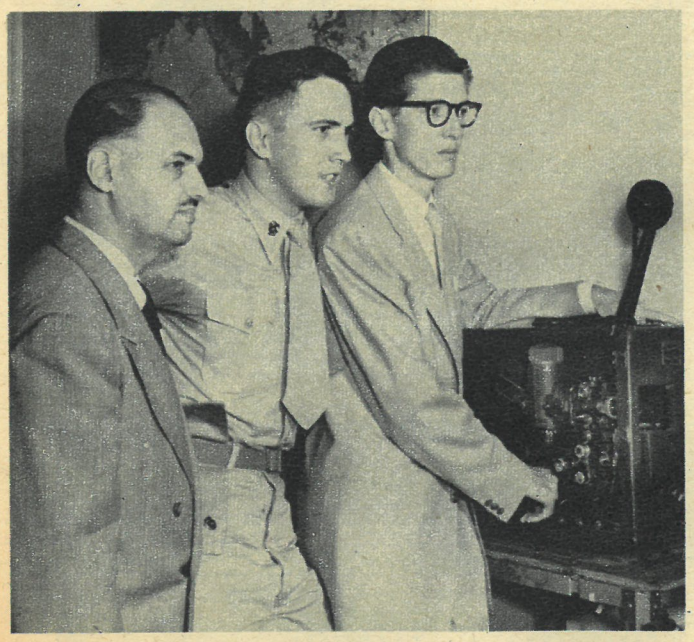
Clarence S. Rainwater
Assistant Professor of Physics

CSR/jmr

**University of Florida physics department report to Mayher, with calculations based on his movie film.**

During the day of July 29 I had a hunch. I decided that if these strange objects had appeared over our nation's capital two nights consecutively, chances of them reappearing over Miami two nights in a row were good too.

That evening, at six-thirty P.M., my wife and I were watching television as Ralph Renick reported the Florida news. More sightings of saucers were reported.



**Watching their film being run off are Ralph Renick, Ralph Mayher and Norman Bean. Mayher took the film.**

By seven P.M. I was convinced that if Mr. Goldstein had seen a saucer the night before I had nothing to lose taking a chance on a return visit. Having an address from the local paper, it was not too difficult to find Mr. and Mrs. Goldstein. We went to their apartment and were told by the neighbors they were visiting the Sterns.

To my great surprise there were no reporters or photographers in the area.

The couples were very cooperative and Mr. Goldstein took me out to the street and gave me his story. He also showed me exactly where the saucer appeared the night before at nine P.M. The time was now again nine.

He told me he had been on his way to lock his car when a bright light caught his eye. At first he thought it was the moon, then realized the moon was to his right and of different color. He was startled to say the least. It looked like a tremendous saucer hovering. The color was a bright reddish orange. There was no sound.

These facts disturbed me very much. When Mr. Goldstein explained the tremendous size of the Saucer, I began to doubt his word. Little did I know what was in store for me that same evening. Mr. Goldstein also explained that the object hovered for about two minutes and he was able to call his wife to the scene. Then without warning the Saucer shot into space without a sound, and within seconds. No jet plane will hover or move that fast.

I will bar no holds or try to distort any facts in the explanation of the greatest mystery of our time. I am of the opinion that the people of this nation want the truth that either saucers are a hoax or really exist. The following paragraphs are devoted to telling you exactly what happened to me, my film and the electrifying results. You

(*Continued on page* 66)

# Marine's Story And Pictures Of Flying Saucer

CONTINUED FROM PAGE 15

Ralph Mayher

may then come to your own conclusions as I did.

The time was nine-thirty P.M. With permission granted I was now sitting in the Stern's patio with my wife and Richard Boswell. We were facing the west looking over Indian Creek. The night was clear and a one-quarter moon was shining. There was no wind. An ideal night for romance.

I turned to my wife and said jokingly, "no saucer yet." She gave me a warm smile, which was broken by a shriek from across the creek. A startled woman said, *"there it is again."* She was Mrs. Hunt who lives at Miami Beach, I learned later.

Immediately I jumped to my feet, checked the camera and shouted, "Where is it?"

It seemed like hours for the reply and a thousand thoughts went through my mind—could this be the same Saucer from the night before? Do I really have my chance I've waited for? Will the lens be powerful enough? Will this be a false alarm?

Actually the reply was instant. Mrs. Hunt said, "to your left above the apartments."

I moved quickly but still didn't see it. My wife excitedly said, "there it is!" I was as well prepared to meet the situation as anyone could be, but still I wasted about thirty seconds in amazement! Without any reason or doubt this was it!

Believe me there is nothing in this world that this saucer could be compared with. I held my breath and pressed the camera tightly against my cheek and followed the disk the best I could.

Words cannot explain the weirdness of this thing but my pictures may.

I did not get results with all 50 feet of film. The disk was so high it could be seen clearly with the naked eye, yet when I tried to view it through the viewer of the camera it could barely be made out. I think this is self explanatory to anyone who has ever held any type camera in their hands.

Knowing this may be a chance in a lifetime I followed the image with my naked eye instead of through the viewer. This is very difficult to do with a telephoto lens, but the results were sufficient.

In my opinion here is one of the most exclusive facts ever released on the Flying Saucer! My film being the *first series* of pictures *ever released* for publication is important, because the *series* proves beyond all doubt that people who have been reporting Saucers throughout the world are actually seeing the same thing that the film recorded on 29 July 1952. The reason they give the different descriptions of the saucer shapes is because they are seeing it in one particular flight. If I had only taken a single frame or picture this explanation would not have been possible.

Immediately after shooting the movies I was confused and a little frightened. The people in the immediate area began calling the newspapers, press syndicates, and the TV station.

I decided to call the Marine base. Maybe we could shoot this thing down. I talked to the Duty Officer, Lieutenant Aldridge. He gave me orders to remain inside the apartment and wait until he arrived. It was about two hours before the O.D. arrived armed. In the meantime I was offered money by certain newsmen if I would give them the film. I thought the film would be more valuable in the right hands than for just a news story.

The film was taken by Lieutenant Aldridge, and my wife and I went home. We must have gotten about an hour of sleep.

The next morning I was ordered to report to the Public Information Office. I was interviewed by three Marine officers, two captains and a major. Even though the morning paper carried a front page story, the officers were very skeptical. After a long and complete hearing I was released to my routine job. About an hour later I was notified that the decision was made to develop the film the quickest possible way. I was asked to go along to WTVJ where the film was to be developed, the studio having a handy darkroom and facilities.

I was very perturbed over the skepticism with which most people viewed me. There was one person who gave me a great deal of confidence. He was Norman Bean, a technician for WTVJ who had made a study of Flying Saucers reports and had given lectures pertaining to them.

The first thing I was told when we entered the developing room was that the image could not have been bright enough to be photographed. Secondly, they wanted to soup the entire 50 feet of film without making a test run for exposure. I finally talked them into souping 10 feet of film for a test. But when it was developed the normal time and began rolling out off the developing machine it was blank!

My heart was in my mouth. I couldn't have been wrong, I kept telling myself. I strained my eyes and combed every square millimeter of film. I thought I saw a faint underexposed image, but everyone said, "no, it is nothing". At that moment a door slammed. Two of the officers were leaving the developing room in outright embarrassment. I felt very small.

I asked the lab technician to soup all 40 feet of film at triple normal development time. First he told me how useless it would be, then finally decided to go ahead.

It was a long time before the film went through those chemicals. Finally it began coming out for the second time. We could hardly believe our eyes! The film had the weird image on it.

I have never seen one room come to life as fast as that darkroom. Ralph Renick began writing a story. The film was projected and viewed by staff personnel, myself and two remaining Marine captains. The movement of the disk on film can be explained in one word: incredible! We stopped the movie on one frame and compared a still photograph which Norman Bean had in his collection of a saucer taken in Puerto Rico by a farmer. They were identical.

There was one thing wrong with the entire episode: It involved military personnel and could not be released to the public. But the press, radio and TV had put on so much pressure that by 2 P.M. 30 July 1952 the story was officially released by the Marine Corps Air Station Public Information Office.

Some of the facts were distorted badly in some of the newspapers. One said it must have been a light on a plane.

There was a great factor in my favor. Navy pilots had also seen what appeared to be the same object.

Quoting from the Miami Herald of July 31, 1952: "Three Navy fliers said Wednesday they saw a similar object in about the same location (over Miami Beach), at about the same time, as they were returning to Miami from cross-country flights.

"Their impression, however, was that the object resembled a meteor. Comdr. Joe Gardner and his co-pilot, Lt. Comdr. Joe Mills, said the thing they saw was a 'greenish and reddish variation.' Lt. I. M. Blum said what he saw was a very deep blue. Mayher said the disk he photographed was yellowish." (Lt. I. M. Blum and his crew of nine were killed flying their Neptune Bomber over Iceland, December 1953.)

I give my thanks to Jim Ward, formerly with WIOD and now with WITV, for the tape recording he made which carried all facts and was beamed over the state of Florida.

Jokingly I asked Mr. Ward, "I wonder what they will use for cloud reflection stories when there were no clouds on the beach?"

That evening I appeared on the Ralph Renick news show. The TV cameras flashed one frame of my movie film. The next day people began calling the newspaper and radio station demanding an explanation.

Over 22 months have passed and still no official comment on the movies.

The three photos shown here were taken from three consecutive frames of the 16 mm film. These pictures are released for publication to PIC magazine for the first time and have copyright applied for. (Note change in shape.) Time was one/forty-fifth of a second between each view.

The accompanying formula (shown in photostat letters) was worked out by Dr. Rainwater, assistant professor of physics, University of Miami.

The 2000-foot altitude computed is quite accurate because the two officers, Commander Gardner and Lt. Commander Mills, agree that whatever they saw was parallel to their own altitude of approximately 2000 feet. (I am assuming this was the same object I photographed.) The weather report from the U.S. weather bureau at Miami had reported widely scattered clouds at approximately 3000 feet. Many observers in Hialeah said they saw the object pass through one of those low-hanging clouds. I assume the disk stayed at this same altitude as it crossed from Miami Beach to Hialeah.

I finally wrote a letter to the Air Force which has been studying my film for over a year. Here is the unanswered copy of that letter:

*Oct. 16, 1953*

*Operation Blue Book*
*Air Technical Intelligence Center*
*Wright-Patterson Field,*
*Dayton, Ohio*

*Dear Sir:*

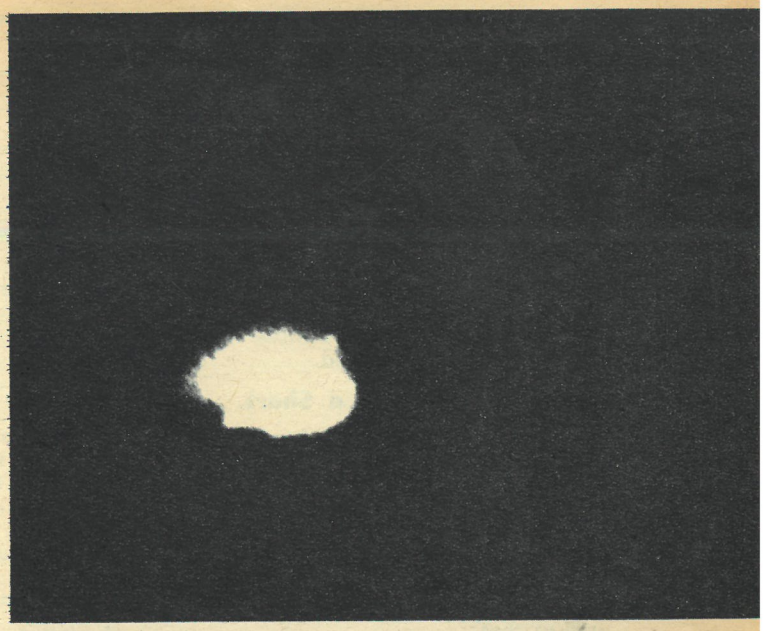
*After reading the book "Flying Saucers from Outer Space" by (retired) Maj. Donald E. Keyhoe, I was surprised to find that no statements were made to Maj. Keyhoe regarding the movies I took on 29 July 1952. These movies were submitted to your representative at the Marine Corps Air Station, Miami, Fla., for further study by your unit.*

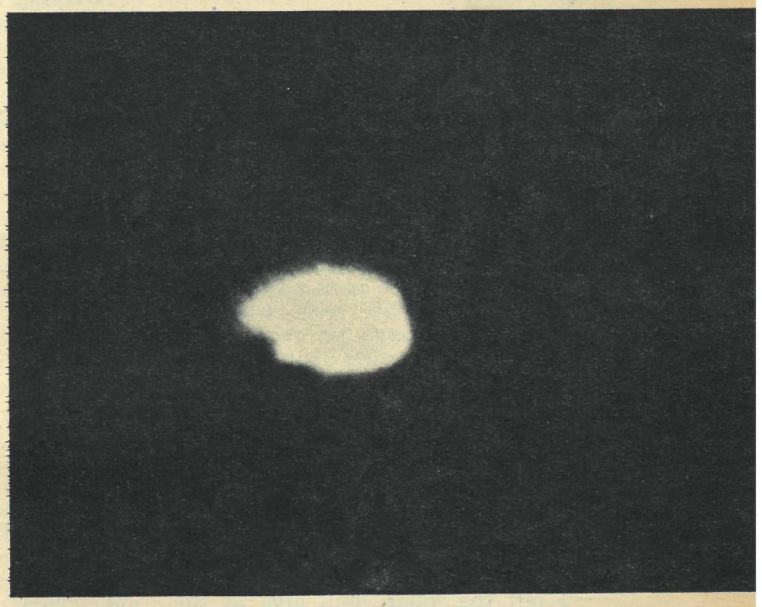
*During the past year I have often questioned the value of this film. With fifteen months of doubt and now the overwhelming curiosity that Keyhoe's book has aroused in me, I would like to have a statement pertaining to my 16 mm movie film.*

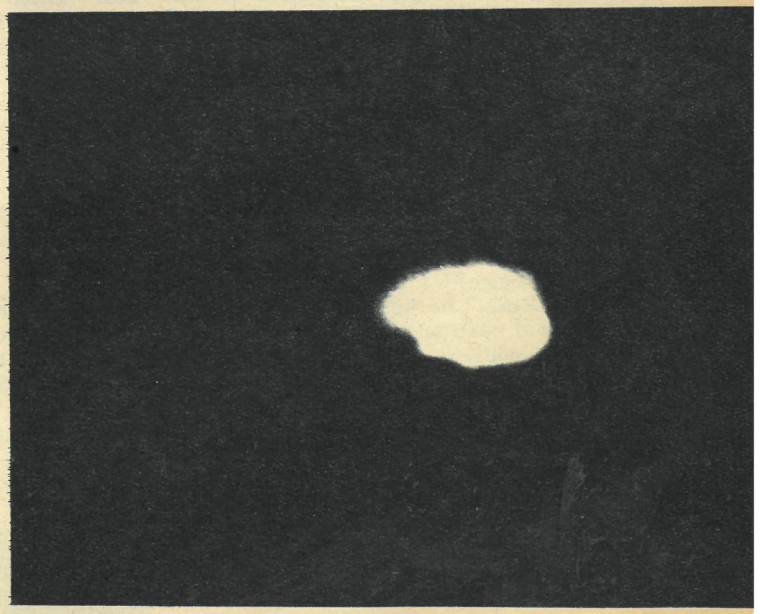
*Yours,*

*Ralph C. Mayher*

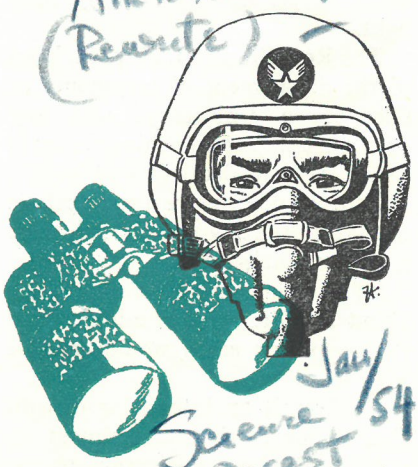
The fact that dozens of people, both military and civil-
an, have asked me many questions about the movies and
fact that the Air Force has made no comment has in-
me to write these comments on the Flying Saucer.
losing I thank God for my opportunity of seeing a
Saucer and photographing one. It is time the
n public faces the reality that there is a missle or
ng the earth and it is not man made!







Enlarged approximately 42 times, these are three of the frames from the movie film shown on page 14. The object is traveling from left to right at 7550 m.p.h.




# THE AIR FORCE LOOKS AT "SAUCERS"

*by Allen Long*

*Condensed from Science News Letter*

THE U. S. Air Force doubts that flying saucers come from outer space. But Air Force officials are keeping an open mind on the subject —just in case.

"You can never tell when one of the darn things will land," one spokesman said. But his chuckle showed disbelief.

The spokesman, who declined to be quoted by name, said 90 percent of the 1953 crop of flying saucer reports has been traced to such things as weather balloons, temperature inversions and jet planes. Only ten percent of the reports turned in during 1953 were unaccounted for.

He said he felt the Air Force could have explained the remaining ten percent as natural or man-made phenomena if more information had been available.

Flying saucer hysteria in the United States has been stimulated by sensational sightings reported from time to time in the press. And the mystery apparently is made to grow deeper by an Air Force policy of not discrediting a person or organization.

When a sensational flying saucer report is received, the Air Force investigates. If the experts conclude that the sighter had hallucinations or that he deliberately concocted a hoax, the Air Force remains silent rather than discredit the person who turned in the report. No official statement is issued saying the sensational sighting was bunk.

This assures the Air Force that other persons will continue turning in legitimate reports without fear of public ridicule. It also means the Air Force will continue receiving a certain number of red herrings.

Flying saucer hysteria has been stimulated by ambitious photographers who send in photographs of what purport to be machines from other worlds. The background in the picture probably is authentic, but the flying missile might be anything from a dishpan to a carefully placed drop of developer on the photographic negative.

However, a 40-foot strip of 16-millimeter film shot by Warrant

Officer Delbert C. Newhouse was pronounced authentic by Air Force photographic experts. No photographic trickery was involved, they said.

But the flying objects caught on the film reportedly showed up only as pinpoints of light that yielded no information as to the size or shapes of the objects. Air Force officials conjecture that the "objects" could have been rays of sunlight bouncing off ice crystals in clouds, or high-flying jet planes glittering in the sunlight.

Chances are small that objects unexplained by the Air Force are from outer space. Within the solar system, there is no planet that can support human life as it exists on earth. Although other solar systems are known to have planets, astronomers cannot yet say whether these planets can support human life as does the earth.

But even if some far-off solar system did have a planet populated with men and women, the chance of their sending spaceships to the earth seems incredible. It takes years for light—the fastest-moving of all things—to reach the earth from these solar systems. Presumably any spaceship would travel far more slowly than light.

The Rev. Francis J. Heyden, head of the department of astronomy at Georgetown University, said any such spaceship approaching the earth would have to decelerate at such a rate "it would produce a pyrotechnic display in the sky that would make a meteor look sick."

"The whole world would know about it," Fr. Heyden added, "and the people on earth would tremble with fear."

To launch an inter-solar expedition to the earth would almost require a life-long dedication to the cause by parents, and pledged dedication for their unborn offspring and perhaps even their grandchildren. If the space travelers lived to be 70, they most likely would die before reaching earth. Their children would have to carry on.

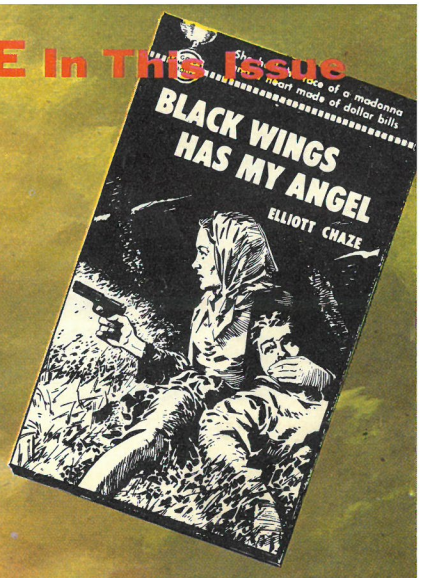
Equipping such an inter-solar expedition would be a staggering task, even for some unknown race of supermen. The fuel, food and necessities to sustain life on such a long journey probably would result in a spaceship so heavy that it could not take off to begin the first leg of its long, long journey.

A National Geographic Society expedition in the Mediterranean Sea off the southern coast of France has discovered and is now raising the oldest known cargo ship in the world, a Greco-Roman vessel sunk in the third century before Christ, Dr. Gilbert Grosvenor, president of the Society has announced. Almost 1,000 large amphoras—pottery vessels used to carry the liquid cargoes of the ancients—have been recovered. Some, still corked, contained wine more than 2,100 years old.

BONUS, Best Selling Novel, COMPLETE In This Issue

# CAVALIER©

## FOR MEN




JANUARY • 25 CENTS

*Exclusive Story and Picture—*

**CANADIAN SCIENTISTS BUILD FLYING SAUCER**

25c January 1954

CAVALIER

A Fawcett Publication

A FAWCETT PUBLICATION

JANUARY, 1954

# CAVALIER

W. H. Fawcett, Jr.....President
Roger Fawcett....General Manager
Ralph Daigh.....Editorial Director
Lee Wilson.....Production Director
Al Allard.....Art Director
Andrew Hecht.....Editor
Stephen Horvath.....Art Editor
Bob Curran.....Associate Editor
Roy Gallant.....Associate Editor

## CONTENTS

**EXCLUSIVE**

CANADA'S FLYING SAUCER ..... James Hornick 38
*No fantasy, it's now being built for the Royal Canadian Air Force*

**HIGH ADVENTURE**

I AM A JET CRASH DETECTIVE ..... Capt. Richard G. Weber, USAF 2
*There are clues in the rubble and it's my job to find them*

WE GOT 'EM ALL AT CANON CITY ..... John Snyder 10
*The real story behind one of America's most shocking prison breaks*

DEAD MAN'S LOG ..... 24
*For the first time in print: A tragedy the USAF would like to forget*

I GOT THE JOB NOBODY WANTS ..... Joel N. Clark 40
*I was bait in a trap set for twisted, desperate men*

**PERSONALITIES**

KING OR NOTHING ..... Brian O'Brien 6
*The American who became King of Trinidad*

**YOUR LIFE**

BEWARE OF "MALE" TROUBLE ..... Eric Northrup 28
*The tricky prostate gland can rob you of your virility*

GADGETEER'S DREAM CAR ..... Sven-Ake Nielsen 30
*$125,000 wasn't enough for this fabulous Cadillac*

NEW SPORTS CARS ..... 37
*Here they are—the MG-TF, the Triumph and the Austin-Healey*

**TRUE CRIME**

THE MAN WHO STOLE THE MONA LISA ..... Martin Abramson 14
*He walked out of the Louvre with the world's most famous painting under his arm*

**SPORTS**

HOOP HOUDINI ..... Paul Gardner 21
*They say that Bob Cousy can even swallow a basketball*

EDDIE RICKENBACKER'S SHOOTING GALLERY ..... Seth Kantor 34
*Here you can shoot game from an easy chair—but is it sport?*

**STORIES FOR MEN**

BOOBY-TRAP GENIUS ..... Dan T. Moore 18
*Muldoon taught us everything—even a deadly trick he didn't know*

**SHORT FEATURES**

Go Climb a Waterfall ..... 20
You Can Build This Coffee Table ..... 43
The Rhubarb They'll Never Forget ..... 47

**BONUS**

**BEST-SELLING NOVEL COMPLETE IN THIS ISSUE**

**Page 49**

***Black Wings Has My Angel***

**by Elliott Chaze**

*Cover by HAMILTON GREENE*

VOL. 2 NO. 1

Permission hereby granted to quote from this issue of this magazine on radio or television, provided a total of not more than 1,000 words is quoted and credit is given to the title of this magazine and issue, as well as the statement, copyright 1953 by Fawcett Publications, Inc.

CAVALIER is published every six weeks by Fawcett Publications, Inc., Fawcett Bldg., Fawcett Place, Greenwich, Conn. Editorial offices, 67 W. 44th St., New York 36, N. Y. Entered as second class matter August 15, 1952, at the post office at Greenwich, Conn., under the act of March 3, 1879, with additional entry at Louisville, Ky. Printed in U.S.A. Copyright 1953 by Fawcett Publications, Inc. Reprinting in whole or in part forbidden except by permission of the publishers. Address manuscripts to New York editorial office. Unacceptable contributions will be returned if accompanied by sufficient first class postage. Not responsible for lost manuscripts or photos. All remittances and correspondence concerning subscriptions as well as notification of change of address should be addressed to CAVALIER Circulation Dept., Fawcett Place, Greenwich, Conn. Price 25c a copy. Subscription price $3.00 for 12 issues in U.S., possessions and Canada. All other countries $6.00 for 12 issues. Foreign subscriptions and sales should be remitted by International Money Order in U.S. funds payable at Greenwich, Conn.

# Canada's Flying Saucer

**On the basis of information given out by the RCAF and other officials, this is what Canada's flying saucer will look like when it's completed.**

**by James Hornick**
*Aviation Editor*
*The Toronto Globe and Mail*

Canadian scientists, after working for years under the most stringent military security, have designed a flying saucer—one which they say will leave the earth vertically and fly horizontally at speeds in the region of 1,500 miles an hour.

The goal of their research is to provide the Royal Canadian Air Force with a long-range, high-altitude, heavily-armed, supersonic fighter able to operate without the benefit of conventional airfields in the vast and vulnerable reaches of Canada's northland.

So far, the flying saucer has been proved only in the laboratory. But the research behind the blueprints has been so painstakingly thorough, according to one high government source, that no doubt remains that an aircraft of this radical concept is rapidly approaching reality.

The project has, in fact, reached the point where a full-scale wooden mockup is being built in a heavily-guarded section of the nation's largest aircraft plant. Smaller models have enabled engineers to conduct exhaustive wind tunnel tests, the results of which have never been disclosed.

The Canadian scientists have designed an almost-circular aircraft 40 feet in diameter in which the pilot is seated inside a plastic bubble. Around him, several hundred times a minute, revolves a powerful gas turbine of unconventional design.

The saucer's rim remains stationary. Air is sucked through inlets on the rim's forward surfaces and blasts of hot air are ejected through combustion chambers along the remaining perimeter and out the "tail"—a flat surface to the rear which is the craft's only control.

The swiftly revolving engine produces a gyroscopic effect so great, according to the designers' mathematical calculations, that it took several months to devise an efficient control system. Their success with this problem is attested by the claim that the saucer, as presently envisaged, can perform 180-degree turns without changing altitude.

For take offs the saucer utilizes a simple tripod undercarriage which is left behind on the ground. Like a sky-

## At last—a *real* flying saucer, nobody's dream or hallucination.

## Developed by the Canadian Air Force, it will revolutionize flying

rocket it soars into the air with sheer brute force, except that in this case the force is generated not by rocket propulsion but by a gyroscopic form of lift. Landings are made on a tough underbelly.

In Ottawa, Canada's capital, an official of the Canadian Defense Department had this to say about the saucer:

"The Royal Air Force is very keen on the project and suggested Canada should see it through to final development. It contains so many revolutionary features that the cost may be very high, but it would clinch Canadian prestige in the scientific world."

A spokesman for the British Air Ministry, which had studied the Canadian plans, told newsmen:

"This craft is so revolutionary that if it flies, anything now in the air becomes obsolete."

A colleague described the project as "coming closest to what everyone is looking for—a war plane independent of runways or carriers because it takes off vertically and is still able to fly at terrific speed.

In a statement to employees carried in the Avro Canada Ltd. plant newspaper, President Crawford Gordon, Jr., announced:

"For obvious reasons, neither the employees of Avro Canada nor the general public can, nor do I think they expect to be kept informed of what this or any other [aircraft] company is doing in the way of advanced design and development affecting national defense.

"All Avro has to say is this: like all aircraft companies that want to stay in business, we are directing a substantial part of our efforts toward new ideas and advanced designs. Like other firms we have a number of such projects under way. One of our projects could be said to be quite revolutionary in concept and appearance.

"That is all Avro Canada is going to say about this project now or in the future whether it proves to be practicable or whether it does not. Whatever the outcome, it must remain a secret."

The basic principle of operation of the saucer on which the Canadians are working was described by a Toronto consulting engineer.

"In the turbo-jet," he said, "compressed air passes from the front of the engine to the fuel and emerges as gas at the rear. In a flying saucer the compressed air comes from the center and passes through vanes to a fuel chamber encircling the rim like a doughnut.

"Exhausts on either side of the saucer eject the gases, giving the craft great push. By varying the direction in which the exhausts are pointed the craft can be made to go up and down.

"Mind you," he cautioned, "I said the principle is simple. Actually, the detailed engineering problems are definitely complicated. It will be years before a flying saucer can pass from the theoretical stage into actual flight."

Major General Roger Ramey, USAF operations chief in Washington, said:

"The Canadian project apparently has 'mass'; in other words it has substance. And our investigations so far show that whatever caused saucer reports was insubstantial—like electronic phenomena."

This, in the view of Ottawa officials, is the question to be decided: whether a country with the limited financial resources of Canada (population of 15,000,000) should proceed single-handedly with an engineering job which, by all reports, has not been attempted by any of her wealthier, more populous allies.

In its present state, according to the experts, the Canadian saucer could be ready to take to the air in two to 10 years—depending on the amount of money and the number of high-ranking engineers assigned to the task.

The need for such an unusual aircraft is evident with one cursory glance at a map of the Canadian Arctic. Airfields along the tundra belt are almost non-existent. Those in use by the Royal Canadian Air Force and commercial airlines are predominantly of the short-runway type, inaccessible to present-day jet fighters which require longer distances for takeoff and landing. A straight-up, straight-down saucer could operate in any area dictated by tactical necessity.

The main research is being directed by specially selected teams from Canada's National Aeronautical Establishment, the Canadian Defense Research Board, Air Force Headquarters at Ottawa and Avro Canada Ltd., a private company with substantial facilities for aircraft and gas turbine production at Malton, a suburb of Toronto.

Behind this program is a theory recently explained by Dr. Omond M. Solandt, wartime member of Britain's Army Operational Research Group and now chairman of the highly secret Canadian Defense Research Board.

"Military research in Canada," Dr. Solandt said, "must be limited to a relatively small number of projects. In selecting fields for research the Board attempts to choose ones of particular importance to the Canadian services and in which the work can be more effectively done in Canada than elsewhere.

"The Board has always regarded a new idea as a unique resource and consequently has backed important new ideas arising in Canada. It is a natural corollary . . . that we should try to concentrate our effort on the more speculative research and development that is likely to produce major improvements."

Avro Canada Ltd., to which Dr. Solandt has entrusted several phases of the saucer project, is one of the main segments of Canadian defense production.

It is at the Avro plant that the wooden mockup of the saucer is being constructed. Experts in the fields of electronics and armament are anxiously awaiting its completion. For, once they have something more tangible than blueprints to work with, they can advise the government as to the variety, weight and probable effectiveness of fire power that can be installed.

Only in the past few months has Avro even conceded the existence of a saucer project; previous enquiries were always answered with blanket denials.

Little detailed information, therefore, has emerged about Canada's venture into the aeronautical future. But if what information we have is reliable—and I'm satisfied that it is—Canada is on its way to making the most revolutionary advancement in aviation history. •

FOR MEN!

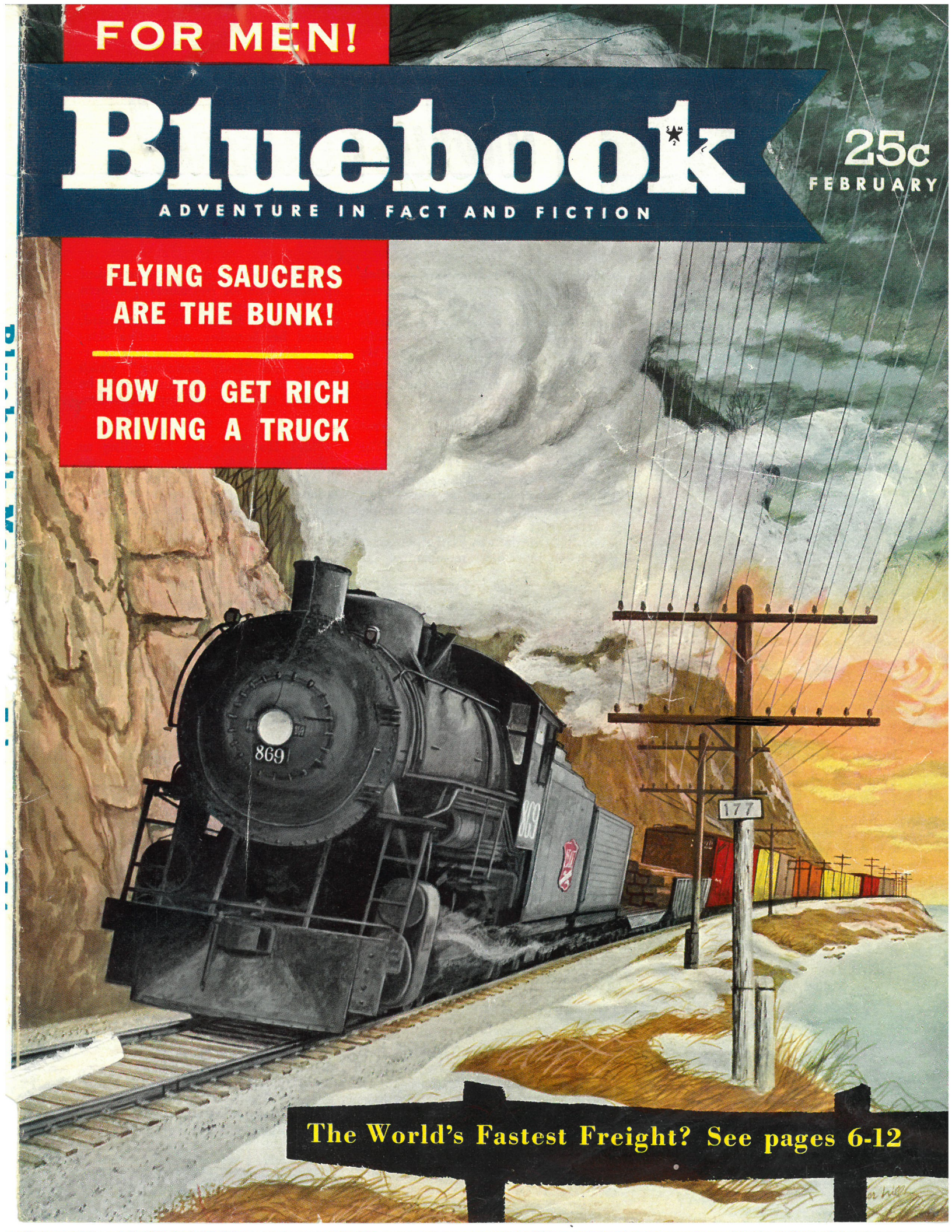
# Bluebook

ADVENTURE IN FACT AND FICTION

25c
FEBRUARY

**FLYING SAUCERS ARE THE BUNK!**

**HOW TO GET RICH DRIVING A TRUCK**




The World's Fastest Freight? See pages 6-12

# Bluebook

ADVENTURE IN FACT AND FICTION

February, 1954 **MAGAZINE** Vol. 98, No. 4

Trademark Reg. U.S. Pat. Off.

**PHILLIPS WYMAN,** *Publisher* **WADE H. NICHOLS,** *Associate Publisher*

**MAXWELL HAMILTON,** *Editor*

**LEN ROMAGNA,** *Art Editor*

**SUMNER PLUNKETT, BRUCE CARR,** *Assistant Editors*



**SHORT STORIES**

| | | |
|---|---|---|
| The Governor's Box | William Sambrot | 13 |
| Squeeze Play | Frederick Sinclair | 22 |
| The Treasure of Yancy Creek | Ed Ainsworth | 34 |
| The British Guiana Magenta | Dan Tyler Moore | 46 |
| The Man Who Could Cure Hangovers | Martin Kane | 56 |
| The Tournament | Noel Houston | 68 |
| The Partnership | Jack Schaefer | 76 |
| The Water Hole | Jim Kjelgaard | 86 |
| Small Job | John Latham Toohey | 88 |

**ARTICLES**

| | | |
|---|---|---|
| I Rode the Hottest Freight to Texas | Clyde Carley | 6 |
| The Guy Who Went for the Ride | Robert Keith Leavitt | 18 |
| Flying Saucers Are the Bunk! | Donald H. Menzel | 26 |
| Old Dogs and New Tricks | John T. Dunlavy | 33 |
| The Man Behind The Caine Mutiny | George Scullin | 41 |
| Missing in Action | Philip Bernal | 50 |
| You're Braver than You Think | Lester David | 62 |
| How to Get Rich Driving a Truck | Keith Monroe | 81 |
| Can You Answer these Sports Questions? | Jack Fiske | 93 |

**BLUEBOOK'S COMPLETE BOOK-LENGTH NOVEL**

| | | |
|---|---|---|
| The Girl from Lavender Street | A. S. Fleischman | 94 |

**SPECIAL FEATURES**

| | | |
|---|---|---|
| Purely Personal | Second Cover | |
| Pro and Con | | 2 |
| Thinking Out Loud | Maxwell Hamilton | 4 |
| What Next! | | 5 |
| Relax and Enjoy | Third Cover | |
| Bluebook's Cover | Homer Hill | |


How To Get Rich Driving Truck-Driver

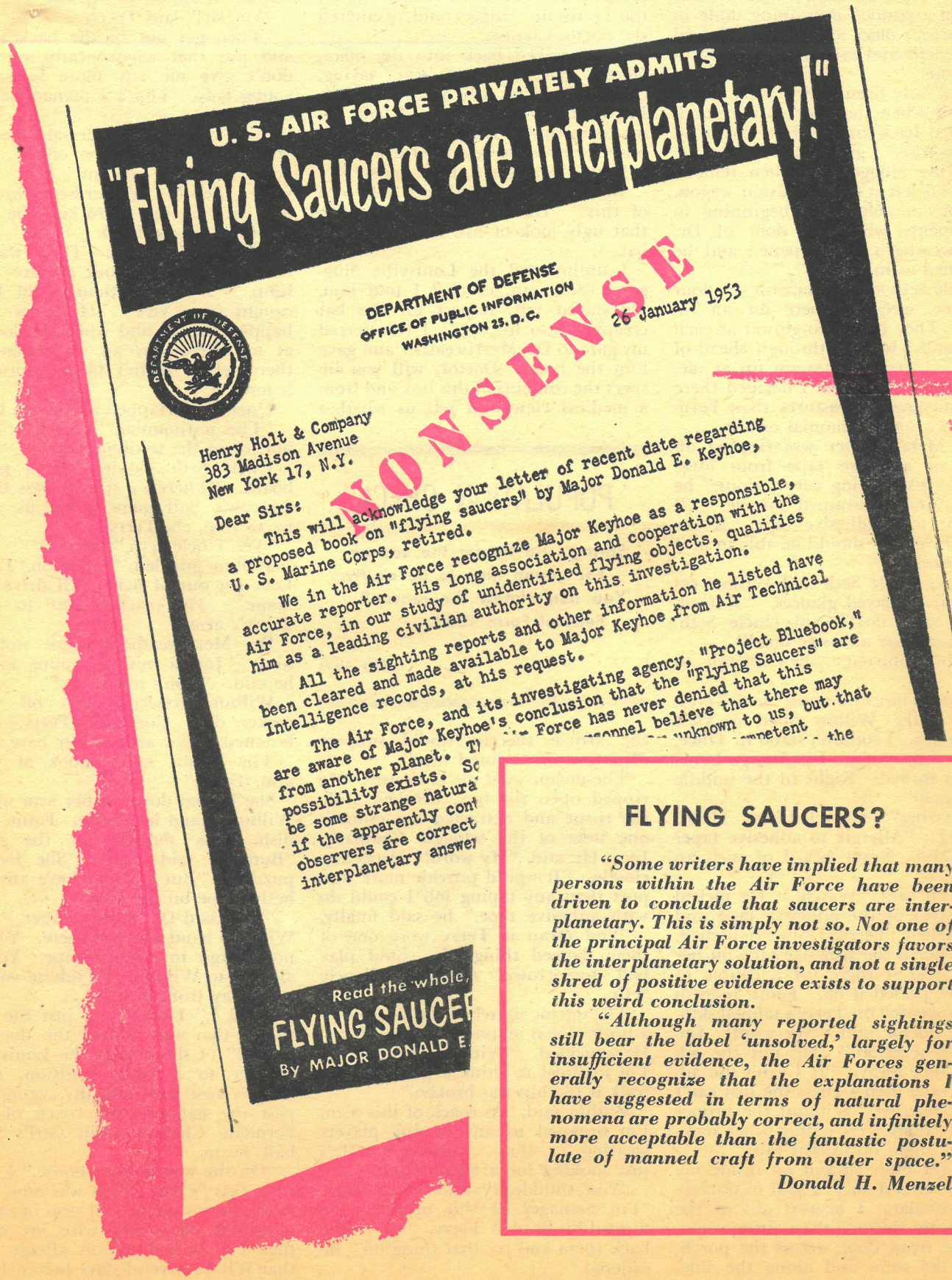
Pages 113 to 128 printed upside down and to be read backward

*The short stories and novel herein are fiction and intended as such. They do not refer to real characters or actual events. If the name of any living person is used, it is a coincidence.*


BLUEBOOK MAGAZINE is published each month simultaneously in the United States and Canada by McCall Corporation. Marvin Pierce, President; Lowell Shumway, Vice-President and Circulation Director; Edward M. Brown, Secretary; William C. Auer, Treasurer. Publication and Subscription Offices: McCall Street, Dayton 1, Ohio. Executive and Editorial Offices: 230 Park Ave. New York 17, N. Y. MANUSCRIPTS and ART MATERIAL will be carefully considered but will be received only with the understanding that the publisher and editor shall not be responsible for loss or injury. SUBSCRIPTION INFORMATION: $2.50 for one year, $4.00 for two years, $6.00 for three years in U. S., Canada and Pan-American countries (Add $1.00 per year for other countries). Send all remittances and correspondence about subscriptions to our publication office: McCall Street, Dayton 1, Ohio. IF YOU PLAN TO MOVE SOON please notify us four weeks in advance. Subscription lists are addressed in advance of publication date and extra postage is charged for forwarding. On sending notice of change of address give old address as well as new, preferably clipping name and old address from last copy received. FEBRUARY ISSUE, 1954. VOL. LXXXXVIII, No. 4.


Copyright 1954 by McCall Corporation. Reproduction in any manner in whole or part in English or other languages prohibited. All rights reserved throughout the world. Necessary formalities, including deposit where required, effected in the United States of America, Canada, and Great Britain. Protection secured under the International and Pan-American copyright conventions. Reprinting not permitted except by special authorization. Printed in U.S.A.


Entered as second-class matter November 12, 1930, at the Post Office at Dayton, Ohio, under the Act of March 3, 1879.



U. S. AIR FORCE PRIVATELY ADMITS

"Flying Saucers are Interplanetary!"

NONSENSE

DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
WASHINGTON 25, D. C.

26 January 1953

Henry Holt & Company
383 Madison Avenue
New York 17, N.Y.

Dear Sirs:

This will acknowledge your letter of recent date regarding a proposed book on "flying saucers" by Major Donald E. Keyhoe, U. S. Marine Corps, retired.

We in the Air Force recognize Major Keyhoe as a responsible, accurate reporter. His long association and cooperation with the Air Force, in our study of unidentified flying objects, qualifies him as a leading civilian authority on this investigation.

All the sighting reports and other information he listed have been cleared and made available to Major Keyhoe from Air Technical Intelligence records, at his request.

The Air Force, and its investigating agency, "Project Bluebook," are aware of Major Keyhoe's conclusion that the "Flying Saucers" are from another planet. The Air Force has never denied that this possibility exists. Some personnel believe that there may be some strange natural unknown to us, but that if the apparently competent observers are correct the interplanetary answer

Read the whole

FLYING SAUCER

By MAJOR DONALD E.

## FLYING SAUCERS?

*"Some writers have implied that many persons within the Air Force have been driven to conclude that saucers are interplanetary. This is simply not so. Not one of the principal Air Force investigators favors the interplanetary solution, and not a single shred of positive evidence exists to support this weird conclusion.*

*"Although many reported sightings still bear the label 'unsolved,' largely for insufficient evidence, the Air Forces generally recognize that the explanations I have suggested in terms of natural phenomena are probably correct, and infinitely more acceptable than the fantastic postulate of manned craft from outer space."*

*Donald H. Menzel*

By DONALD H. MENZEL

*Professor of Astrophysics,*
*Harvard University*

# FLYING SAUCERS ARE THE BUNK!

**SURE, THERE ARE SUCH THINGS, AND PEOPLE HAVE BEEN SEEING THEM FOR CENTURIES. BUT SPACE SHIPS CARRYING INVADERS FROM ANOTHER PLANET? DON'T BE SILLY.**

Throughout the ages, apparitions have plagued the human race. Primitive people generally believed in the existence of demons, ghosts, elves, goblins, dragons, sea serpents—to mention just a few of the more common fantasies.

And now we are seeing flying saucers! What are they! Are they real! Or will they go the way of dragons?

Saucers have been seen flashing like silver in the sunlight. Others have been seen at night, luminous globes or disk-shaped blobs of light. Sometimes they stand still, at other times they move or veer with tremendous speeds. Estimates of size have varied from a few feet to several hundred feet in diameter, with 50 feet being somewhere near the average. Saucers have been seen from the ground and from planes. Some have skimmed along the horizon; others have soared to great heights.

In the early days of the scare, saucers caused, directly or indirectly, at least two plane crashes and several deaths. The mysterious character of the phenomena appeared to demand secrecy. But the re-

*Condensed from the book* "Flying Saucers", *by Donald H. Menzel. Harvard University Press. Cambridge. 1953.* *Copyright 1953 by the President and Fellows of Harvard College.*

strictions and the red tape of military classification, however necessary, have long delayed the solution of the problem. Scientists who might easily have provided the key that would unlock the secrets of the saucers did not receive detailed information—information necessary for a serious study of the whole problem. Second, the restrictions served only to deepen the fear of an already frightened public.

Rumors flew like the saucers. Suggested identifications included weather balloons, distant airplanes, meteors, kites, wind-blown newspapers, hallucinations—practically everything including *craft from interplanetary space!*

Of all the possibilities, it was the last that struck the public imagination. Here was Jules Verne brought up to date! Space craft from Venus, or perhaps from Mars, controlled, according to some reports, by miniature beings 26 inches high.

Several books and countless magazine articles have argued that the saucers represent some type of space ship. But most of the authors have disclaimed having any inside information.

In the preface of my book, from which this article has been condensed, I have made this statement: "I shall use the phrase 'true flying saucer' to refer to the 20 percent of sightings which the Air Force lists as unexplained. And, in this sense, I have adopted the thesis that: flying saucers are real; people have seen them; they are not what people thought they saw.

"I present evidence to show that this mysterious residue consists of the rags and tags of meteorological optics: mirages, reflections in mist, refractions and reflections by ice crystals. Some phenomena are probably related to the aurora; others are unusual forms of shooting stars. A few probably represent natural phenomena that we still do not fully understand."

*Flying saucers are real*—as real as a rainbow and no more dangerous. Men have recorded them throughout history; even the Bible refers to them. But the objects identified as "saucers" comprise not one but at least five different types. A saucer seen during the daytime is not the same as one seen at night. A saucer seen from an airplane may differ appreciably from a saucer seen from the ground. Failure to recognize this simple fact has been one of the basic stumbling blocks that has long postponed our discovering what the saucers really are.

The current saucer epidemic started on June 24, 1947, when Kenneth Arnold, a businessman from Boise, Idaho, was making a routine flight from Chehalis to Yakima, Washington.

Just as he neared Mount Rainier, he saw what appeared to be a chain of unfamiliar aircraft flying close to the mountain.

"I could see their outline quite plainly against the snow . . ." he said. "They flew very close to the mountain tops, directly south to southeast down the hogback of the range, flying like geese in a diagonal, chainlike line, as if they were linked together.

"They were approximately 20 or 25 miles away, and I couldn't see a tail on them. . . . They were flat like a pie-pan and so shiny they reflected the sun like a mirror. I never saw anything so fast."

Arnold's story was of such a nature as to demand official investigation. The U.S. Air Force stepped into the picture. They set up "Project Saucer," to investigate sightings in general and to study the various phenomena from different angles.

Although what Arnold saw has remained a mystery until this day, I simply cannot understand why the simplest explanation of all has been overlooked. The basic clues are in Arnold's original words: "Down the hogback of the range . . . as if they were linked together . . . a chain of saucer-like things . . . like a pie-pan and so shiny they reflected the sun like a mirror."

I have spent considerable time in the high Rocky Mountains in Colorado. From the High Altitude Observatory of Harvard University and the University of Colorado, I have occasionally watched through binoculars, or a small telescope, billowing blasts of snow, ballooning from the tops of the ridges. For the air along any mountain range is often highly turbulent. These rapidly shifting, tilting clouds of snow would reflect the sun like a mirror. And the rocking surfaces would make the chain sweep along something like a wave, with only a momentary reflection from each crest.

There is another possibility. On a calm, clear day the earth's atmosphere may contain one or more sharp layers of haze or dust. Such a layer is almost invisible if we are below or above it. But it will be extremely marked to any plane flying close to it. Fog or haze can, under certain conditions, reflect the sun in almost mirror fashion.

A layer of this kind may well have been present during Arnold's famous flight. But, over the jagged range, it would have been tilted, torn, and twisted by the violent air circulation, so that it could have produced the observed effect. Perhaps condensation arising from the turbulence may have contributed to the reflectivity of the cloud.

I feel certain that turbulence over the ridge was in the main responsible for Arnold's saucers. But, whether the apparent metallic glint came from billows of snow or billows of haze, we do not have enough evidence at the moment to decide.

I can find no evidence that anyone has considered seriously the foregoing explanation of what Arnold saw. The distinguished Navy physicist, Dr. Urner Liddel, has independently suggested that reflections in fog or mist may account for many of the saucers. And the only reason I've seen given for the rejection of this hypothesis is its apparent inability to explain also the green fireballs that mystify observers on the desert of New Mexico. To my mind, this procedure is about as sensible as refusing to eat a hot dog merely because bananas, which have a similar shape, do not happen to agree with you. Actually the green fireballs are an entirely different phenomenon.

As Kenneth Arnold's spectacular description of the mysterious flying disks spread over the country, additional sightings swept the nation. To see a flying saucer, apparently all one had to do was look at the sky for a reasonable length of time, and then a saucer would obligingly skim into view.

The mere existence of the saucer scare led newspapers to publicize events that otherwise might have remained purely local—for example, the observation of a fireball of unusual brightness. These objects are common; under normal circumstances, only the most brilliant of such displays would be news. The attention of the public, thus focused on nighttime apparitions, shortly reported luminous disks whizzing singly or in groups across the sky.

Most of the objects proved to be bright meteors—mere shooting stars. There is nothing at all mysterious about such objects, at least nothing mysterious in the flying saucer sense.

But now reports began to filter in of strange lights seen flying across the desert at night. These reports never were fully released, because the sightings lay so close to the White Sands Proving Ground and the Holloman Air Base, in New Mexico.

One of the earliest nighttime reports came in August, 1947. Two pilots saw a big, black, cigar-shaped body silhouetted against the evening sky. The object seemed to be dead ahead. They avoided collision only by swerving sharply, during which time the object crossed directly in front of them. The pilots then tried to follow the dark body which outdistanced them despite the fact that they were flying at 175 miles an hour.

…ed
…gs, or
…n—smooth
…ed."

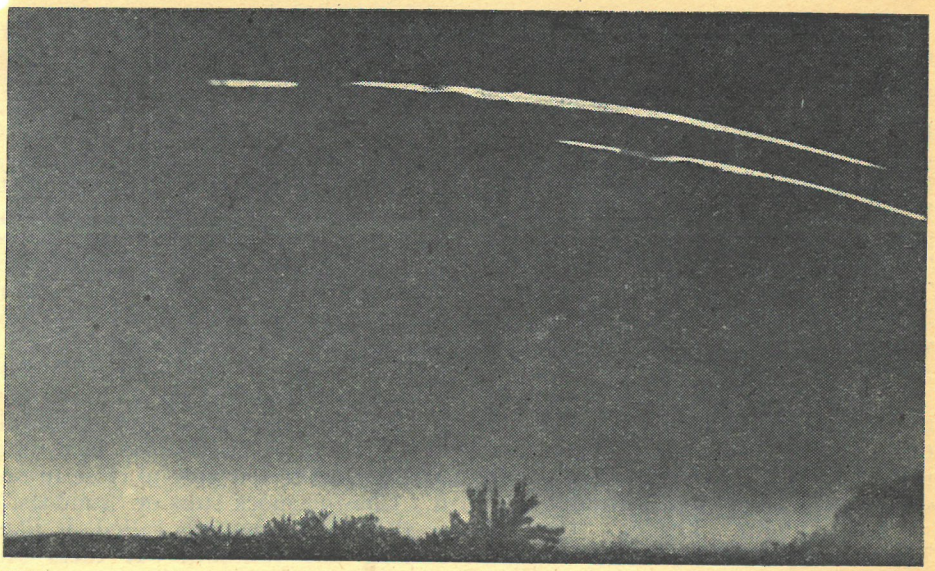
…what the flyers saw …. Few persons, except …iar with details of meteoro- optics, realize how frequently …rages occur. Many persons don't know what a mirage is or what can cause it. First, a mirage is something real, not a hallucination like a pink elephant. Nor is it an optical illusion. Light may depart appreciably from its nearly straight-line path when exceptional temperature conditions occur in the lower atmosphere, as, for example, when an intensely hot or extremely cold layer of air lies close to the earth's surface. The air acts as a sort of lens to bring a distant light source into focus. The lens is imperfect, so the world seen through it is distorted and unfamiliar; it is like looking through someone else's spectacles. No wonder one sees weird things—even flying saucers.

The effect that the flyers saw was compounded out of a raising of land into the sky and a lowering of sky into the land. The black object that resembled a C-54 was a mirage of the distant landscape, the darkened surface of the earth "lifted," as if by magic, to form an island in the sky. But the form, size and position of this island are very sensitive indeed to the position of the observer. If he moves, the image may dart in a counter direction. And as he tries to run it down, the image itself will appear smaller and smaller, finally vanishing into the distance. There is nothing really mysterious about the report, unless it is the fact that its interpretation has remained a mystery for nearly five years.

A number of objects sighted from planes conform reasonably well to the detailed description that two Eastern Airlines pilots gave of a strange object they encountered in the skies near Montgomery, Alabama, at 2:45 A.M., July 23, 1948. The pilots described the object as "a wingless aircraft, 100 feet long, cigar-shaped, and about twice the diameter of a B-29 with no protruding surfaces.

"Whatever it was, it flashed down toward us and we veered to the left. It veered to its left and passed us about 700 feet to our right and above us. Then, as if the pilot had seen us and wanted to avoid us, it pulled up with a tremendous burst of flame from the rear and zoomed into the clouds, its prop wash or jet wash rocking our DC-3."

The craft appeared to possess neither wings nor fins, but both the pilots gained the impression that the plane was illuminated inside, for an intense glare, like that from burning magnesium, radiated from what seemed to be windows in the cabin of the craft.



Flying saucers? Despite claims of a current book, the Air Force says, "No authentic physical evidence has been received establishing the existence of space ships from other planets."

One might put down to imagination the rocking of the DC-3 by "prop wash or jet wash." But one could not in any way question that the men had reported something unusual, something that was a real flying saucer.

One of the most frightening incidents in all of flying-saucer history occurred on the night of October 1, 1948, when National Guard Lieutenant George F. Gorman reported a 27-minute dogfight that he had with a flying saucer over Fargo, North Dakota. Gorman had been on a routine F-51 patrol flight and was returning to his base. As he started to land, Gorman sighted what he took to be the tail-light of a plane a thousand feet or so distant. He moved in for a closer look.

He reported: "It was from six to eight inches in diameter, clear white and completely round, with a sort of fuzz at the edges. It was blinking on and off. As I approached, however, the light suddenly became steady and pulled into a sharp left bank. I thought that it was making a pass at the Tower.

"I dived after it and brought my manifold pressure up to 60 inches, but I couldn't catch up with the thing. It started gaining altitude, and again made a left bank.

"I put my 51 into a sharp turn and tried to cut the light off. . . . Suddenly it made a sharp right turn and we headed straight at each other. . . . I went into a dive and the light passed over my canopy at about 500 feet."

Gorman continued the dogfight. The ball of light seemed to be directed by human intelligence, although its small size precluded the possibility that this "saucer" was manned by a being within it.

An observer from the ground, watching Gorman's dogfight, reported that he could see a light of some fast-moving object. This report gave additional weight, if any was needed, to Gorman's statement. Unfortunately, the report omits some significant data that would help in unraveling the mystery.

During the latter stages of World War II, Allied aircraft frequently reported glowing balls of light that tended to accompany the planes on bombing missions. Observed over both Germany and Japan, these mysterious light blobs would fly along docilely, as long as the pilot made no effort to get rid of them. However, if he tried any dodging technique, these balls of fire would fly right in front of the plane, and put on an exhibition of shadow boxing not dissimilar to that displayed by Gorman's sphere of light. The airmen of World War II called these objects "fireball fighters" or, more commonly, "foo fighters."

To my mind, the similarity of Gorman's object to the foo fighters seems entirely reasonable. I think Gorman was right when he said that the foo fighter seemed to be controlled by thought. However, the thought that controlled it was his own. But the object was only light reflected from a distant source by a whirlpool of air over one wing of the plane—perhaps a whirlpool containing ice crystals or mist. The fact that the foo-ball sightings increased toward the end of World War II signifies that more of our planes had by then been damaged in combat or by antiaircraft fire. The patches on the wings are not always perfect and the flow of air over them can be quite turbulent. The reflectivity of the air whirl may be increased

by the formation of fog or even ice crystals within it.

In all probability the saucer scare would have completely faded away had it not been for a tragedy that struck on January 7, 1948. Observers from Godman Air Force Base, Fort Knox, Kentucky, saw from the ground an unidentified object that resembled "an ice-cream cone topped with red." The Godman Tower requested that four National Guard F-51 planes investigate. Here, in part, is the official Air Force release:

"Three of the planes closed in on the object, and reported it to be metallic and of 'tremendous size.' One pilot described it as 'round like a teardrop and at times almost fluid.'

"The Flight Leader, Captain Thomas F. Mantell, contacted the Godman Tower with an initial report that the object was traveling at half his speed at 12 o'clock high.

"The time was 1515 hours (3:15 P.M.).

"That was the last radio contact made by Mantell with the Godman Tower.

"Later that day his body was found in the wreckage of his plane near Fort Knox. . . ."

What was it Mantell had really chased? Had the disk attacked him and wrecked his plane? Official silence on the question stimulated the ready imaginations of those not familiar with routine military procedure. Thus, from this unusual incident and useless tragedy, the flying-saucer scare took a new lease on life, which has continued until this day.

Captain Mantell was chasing a bona fide saucer, if my interpretation of what he saw is correct. The clue lies in the shape and color of the object: a luminous ice-cream cone "topped with red." Color in the sky is significant, especially as early as 3:00 in the afternoon. Sunset may tint clouds with many shades of red, but red in the middle of the afternoon, especially on a mid-winter day, suggests only one thing to the scientist familiar with meteorological optics. The patch of light, with little question, was a "mock sun" caused by ice crystals in cirrus clouds that lay even higher than Mantell's plane was able to reach.

This mock sun and attached halos could have produced an effect similar to the one described. And it would also account fully for the fact that Mantell never was able to close in on it. Chasing mock suns or "sundogs," as they are sometimes called, is like chasing the rainbow. It races on ahead at the same speed you are moving yourself. Analysis of data furnished by the Air Force indicates that Mantell may have mistaken a nearby sundog for the real sun. His saucer, then, must have been the sun itself, dimmed and blurred by clouds of ice crystals. Like a moth attracted to a candle, Mantell met his death trying to fly into the sun.

Why, I ask, has this identification of Mantell's object taken so long? No wonder a jittery and imaginative American public, faced with a statement that the Air Force still considers the object "unidentified," begins to imagine frightening things—like interplanetary saucers!

Although the flying-saucer scare began with observations from an airplane, people soon found that they could see saucers equally well from the ground—maybe not exactly the same kind of saucer, but nonetheless satisfying to the imagination. On the very day that Arnold recorded his famous "pie-plates" from Mount Rainier, Lieutenant-Governor Donald S. Whitehead, of Idaho, saw a mysterious object that looked something like a comet, hanging low in the Western sky. We still cannot say whether this evening object was a variety of saucer or whether it was the planet Saturn or Mercury seen, as Dr. J. Allen Hynek, of Ohio State University, later claimed, through a haze of cirrus clouds.

On the very day of the original Arnold incident, a Portland prospector named Fred M. Johnson reported that he had seen "a strange reflection in the sky." As he examined the phenomenon more closely, he recognized half a dozen or so disks, about 30 feet in diameter. He stated that, as long as he could see the disks, the needle of his compass-watch "weaved wildly from side to side." The behavior of the saucers, according to this report, is distinctive enough to label them as probably a true sight-

## SPORT SPURTS

Clark Griffith, president of the Washington Senators, who never hit a golf ball until he was fifty-one, went around an 18-hole course in 77 when he was seventy-seven years old.

•

Alfred J. Reach was the first professional baseball player, having been engaged to play for the Philadelphia Athletics in 1867. The first complete pro team was the famous Cincinnati Red Stockings in 1869; the total payroll was $9,500.

*—Harold Helfer*

wei

The
bling comp
ance of the sauc
tion of many who late
netism into the picture,
motive power for saucers i
A good compass is a fairly d
mechanism to handle, and the need
wobbles on the slightest provocation.
Excitement and haste could easily
have made Johnson's hand tremble.
In my opinion, the reported magnetic
disturbance did not exist and had
nothing to do with the observed
phenomena.

Nevertheless, the authors of several books and articles stress this particular event as showing that the saucers fly, on magnetic tracks, from star or planet to earth.

I should be the last person to insist that we earthlings know all there is to know about magnetism, and that no further discoveries are possible. But magnetic lines of force are not moving like the ropes of a ski tow.

We have no hope of harnessing magnetic fields as a substitute for some other source of power. But if someone *should* find a way of utilizing magnetic fields, certainly it would not be along the lines suggested in any of the pseudoscientific records that pretend to explain how saucers may employ the magnetic field for motive power. The accompanying descriptions are generally so much mumbo jumbo. These methods would be no more effective as a source of power than filling the gas tank of your car with water from the garden hose.

It is, perhaps, not too surprising that most of the daytime saucer reports have generally been traced to some definite object other than the conventional or bona fide saucer. Kites, weather balloons, clouds, and distant planes have accounted for many of these sightings.

A man sitting in the park on a calm summer afternoon scarcely realizes how intense the winds aloft may be. They may be blowing in gales stronger than 60 miles-an-hour, with different layers moving in opposite directions. Objects such as newspapers or kites can be lifted to great heights, where they may fly for hundreds of miles. Weather balloons, which are often released in clusters rather than singly, are not at all uncommon. Moreover, all such objects look disklike when viewed against the sky. And it is extremely hard for even the experienced observer to recognize them for what they really are.

The Air Force has regarded one type of saucer as its own special property. A number of high-ranking Air Force officials were present at the testing of a new plane, whose secrets are

not important to our story. The test was over and the plane swung in low for a landing. And then a startling thing happened.

A small, dark saucer seemed to detach itself from the belly of the large craft, drop, and then fly away at enormous speed—presumably carrying with it the secrets that its occupants had collected.

I gather that this strange spectacle, which has since had several repetitions, has been one of the major official excuses for secrecy. And yet this saucer phenomenon is easiest of all to explain. The mysterious traveler was a mirage of the plane. The Air Force will doubtless be glad to learn that its secrets are safe.

So much for the saucers seen during the day. Let us turn briefly to consider the saucers of night, as seen from the ground.

*Life* has publicized the multiple-saucer groups, of which the prototype appeared on August 25, 1951, and on several successive nights thereafter, at Lubbock, Texas. This incident is also one of the best-authenticated records. Three professors of Texas Technological College, all standing together, simultaneously and independently saw an irregular pattern of lights flash quickly and noiselessly across the sky. Several nights later an 18-year-old student photographed the objects, which took the form of a V, like flying geese or planes. The professors emphasized the fact that the lights they saw were spaced at random.

The photographs leave much to be desired. If the objects were moving as rapidly as reported by the three professors, no one could possibly have photographed them with the techniques that were reportedly used. However, the speed of motion may well have been quite different in the two cases, and there seems to be no good reason to doubt the reality of the phenomenon.

In a sense, the Lubbock lights are by no means exceptional, although the number of objects seen at one time is perhaps greater than the average. And the tendency that the objects have of flying, occasionally, at least, in geometric formation, is in itself a significant clue to their origin. I assume that the cause is reflection in a rippling layer of fine haze, probably just over the heads of the observers. The source of light may be a distant, or even nearby, house or group of houses, a row of street lamps, or automobile headlights. The reflection may have been in shiny overhead wires of a power line or radio antenna.

The Arnold story was scarcely 24 hours old before the hoaxers, jokers and publicity seekers of the nation moved in. The sky rained wheels. Wheels of cardboard and wheels of plywood. Wheels decorated with fragments from an old electric fan; wheels marked with a hammer and sickle, and labeled U.S.S.R. in big red letters. Spectacular wheels, with fireworks attached. Wheels!

And even when no wheels or saucers were available, imagination supplied the rest. For example, a woman excitedly telephoned the FBI and earnestly reported that representatives of a foreign nation were flying overhead and practicing code in the skies. In fact, she had plainly seen them spell out the word "Pepsi" right over her head!

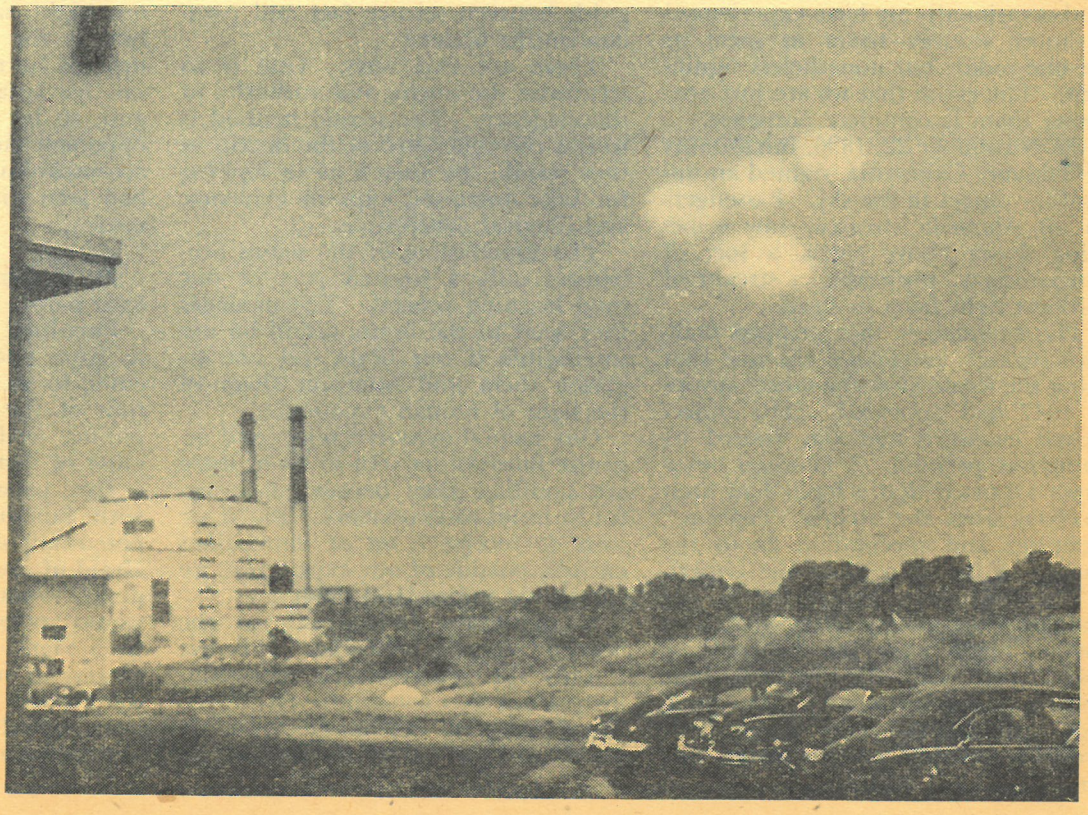
Not all of the incidents were funny. Two men were killed while investigating a hoax. The perpetrators were not prosecuted, nor was the government investigation carried to a conclusion. Or, if it was, the authorities have remained completely silent.

A guest speaker, at a general science class at the University of Denver, spoke glibly and convincingly of various saucer crashes that had occurred some 500 miles southwest of Denver. The midget operators of the vehicles were dead, scorched by the heat generated by rapid passage through the earth's atmosphere.

When asked directly, "Did you see the men?" the speaker's reply was somewhat amazing: "Don't ask me that question. For reasons I can't explain, I can't say."

Later investigation indicated that the speaker may very well have been talking about the moon—the mythical one made of cheese. His story had that many holes in it.

Despite the enormous number of cases that we can write off immediately as hoaxes, balloons, clouds, birds, planes, kites, and the like, we must



Another photograph of alleged space ships. Professor Menzel, however, notes that all such phenomena can be explained readily by a competent physicist, and he decries the current tendency to maintain that, because an explanation isn't forthcoming immediately, the photographed objects must, perforce, be from another distant planet.

conclude that the flying saucers are real—real, that is, in the sense that people are actually seeing something. The stimulus for a view of a flying saucer comes from without, not within one's mind. The saucers are not fancy or hallucination.

When I say that the saucers are real, however, I do not necessarily mean that they are solid objects or even that they are material. For example, I think of the rainbow as real, although no one has ever touched a rainbow or picked it up.

Dozens of persons have stated that the saucers are disks of metal. The best and, to my mind, the *only* sure test of a metal is the ease with which it carries electric current. Who has held a saucer long enough to give it such a test?

We now glimpse the real meaning of the statement that the saucers are metal. What the observer intended to say was that the saucer *had a metallic glint*—which is something altogether different. A piece of clear glass will reflect light, under certain circumstances, even better than a metallic surface.

These observations dispose of the "must-be-metal" argument. The saucers may be metal or nonmetal. They may be solid, liquid or gas. They may be only light itself—as long as that light looks as if it had been reflected by metal.

MANY of the apparitions we now are reporting as flying saucers have always been there. People have seen them and reported them in the past. They are even mentioned in the Bible. And occasionally we have experienced a saucer scourge—never as great as the one today, but nonetheless significant. The claim that we are just now seeing them is complete nonsense.

On November 22, 1896, inhabitants of Oakland, California, sighted an unfamiliar object in the sky. Passengers on an Alameda streetcar saw something flying above them, a sort of winged cigar, projecting a stream of brilliant light from its head.

The excitement that gripped Oakland strongly resembled the one that swept the world after the saucer stories of 1947 had appeared. The object moved eastward and was viewed by numerous persons. A Chicago newspaper reported that a letter had been received from the airship "Pegasus." Sightings and speculation as to the nature of the ship filled the papers.

The 1947 scare, except for its size and duration, closely followed that of 1897. There were the original rumors, the self-hallucinations, the hoaxes, and the interest in sky-watching. A few of the reported incidents probably referred to true flying saucers. But most of what was seen can be attributed to stars, or to a lenticular cloud or mirage.

On November 17, 1882, one of the greatest flying saucers of modern times sped swiftly and silently across the heavens, exhibiting the characteristic cigar-shaped form when it attained maximum altitude. It probably was associated with a brilliant aurora borealis on display at the time.

Almost every period of recorded history has seen flying saucers. It is most likely that the wheels of Ezekiel, reported in the Bible, were sundogs and associated halos.

FLYING saucers have been around for a long time. Characteristically enough, as long as no one completely understands the mystery, people feel quite free to trust in their own interpretation or in that of the most convincing authority. Scientific pretenders today hold as much power over us as did the ancient sorcerers over our fathers.

Pseudo science contends with authentic science. Newspapers promote this conflict by refusing to distinguish between forged and valid authority. They invent "scientific experts" by the dozen. The science articles in many journals, too, are frequently written by men who obviously are incapable either of scientific thinking or of understanding what they report. Some authors will write what they think the public would like to read, no matter how untrue the story may be.

Against such overwhelming odds, how can the layman possibly figure out the truth? How can he distinguish between science fact and pseudoscientific fiction?

There are two ways. One is to scrutinize the source and authority of the evidence. The second method is to test the coherence of the details as they stand. By this, I mean looking for false premises, gaps in evidence, and illogical conclusions.

The functioning of the senses constitutes only a limited part of our total learning process. The messages they send to the brain would be unintelligible if our brain did not organize them and interpret them in the light of human experience.

Our mental activities select and organize impressions. In so far as these are familiar, they become meaningful in terms of experience. But if we were to receive a set of impressions entirely outside of our experience, we would not understand them.

A significant fallacy lies in the maxim "seeing is believing." The eye is only the intricate and marvelous instrument that communicates the external world to our intellect, yet we often consider this instrument as identical with understanding.

Still another powerful force influences perception and experience. This force is motivation or feeling. In the case of saucers, the predominant feeling that distorts understanding is fear. The flying-saucer believer is somewhat like a man forced to spend the night in undesirable quarters; a dirty hotel. Expecting to find bedbugs in the bed, he begins to notice every tiny twitch of his body. He almost hopes that one will bite, so as to remove his uncertainty. Thus do attitudes and emotions rule behavior.

A further note: many reports of lights or saucers in the sky refer to a peculiar rocking or wobbling motion. But the motion is often in the eye of the viewer. No eyeball is absolutely stationary and no one can keep his gaze fixed perfectly. The motion can increase under hysteria.

One should particularly distrust any observation so fleeting that he cannot really analyze it, at least unless it is confirmed by an independent observer.

In the amount of space remaining, it would be impossible to analyze all of the flying-saucer phenomena. The problem involves optics, the phenomenon of mirage and the attendant relationships of the effect of light on water, ice crystals and atmosphere.

There are such matters as lenses of air. If a day happens to be unusually hot, distant objects may seem to writhe and twist as if alive. The air proves to be a lens of a sort, usually a bad lens, but occasionally fairly effective.

Our position is a little like that of the policeman who, coming home late one night, saw a dim figure ahead of him in the hall. He called "Hands up!" as he reached for his gun. He saw his antagonist also reach for his gun, so he quickly fired just as his opponent fired back at him—to the accompaniment of crashing glass. He had seen his own image in the hall mirror.

IN this brief survey, there is one final point.

Pure-food and narcotic acts protect us from potentially dangerous medicines, foods, or drugs. Yet, exploitation of the minds of the American public, feeding them fiction in the guise of fact under the protection of a free press, or frightening people with fanciful ghosts—these, too are potentially dangerous. The public is afraid of saucers—and we need only a match to set off a national panic that would far exceed that of the Invasion from Mars. In fact, if a foreign power were to pull off a surprise attack on the United States, millions of Americans would conclude that the flying saucers from Mars or Venus were finally landing!